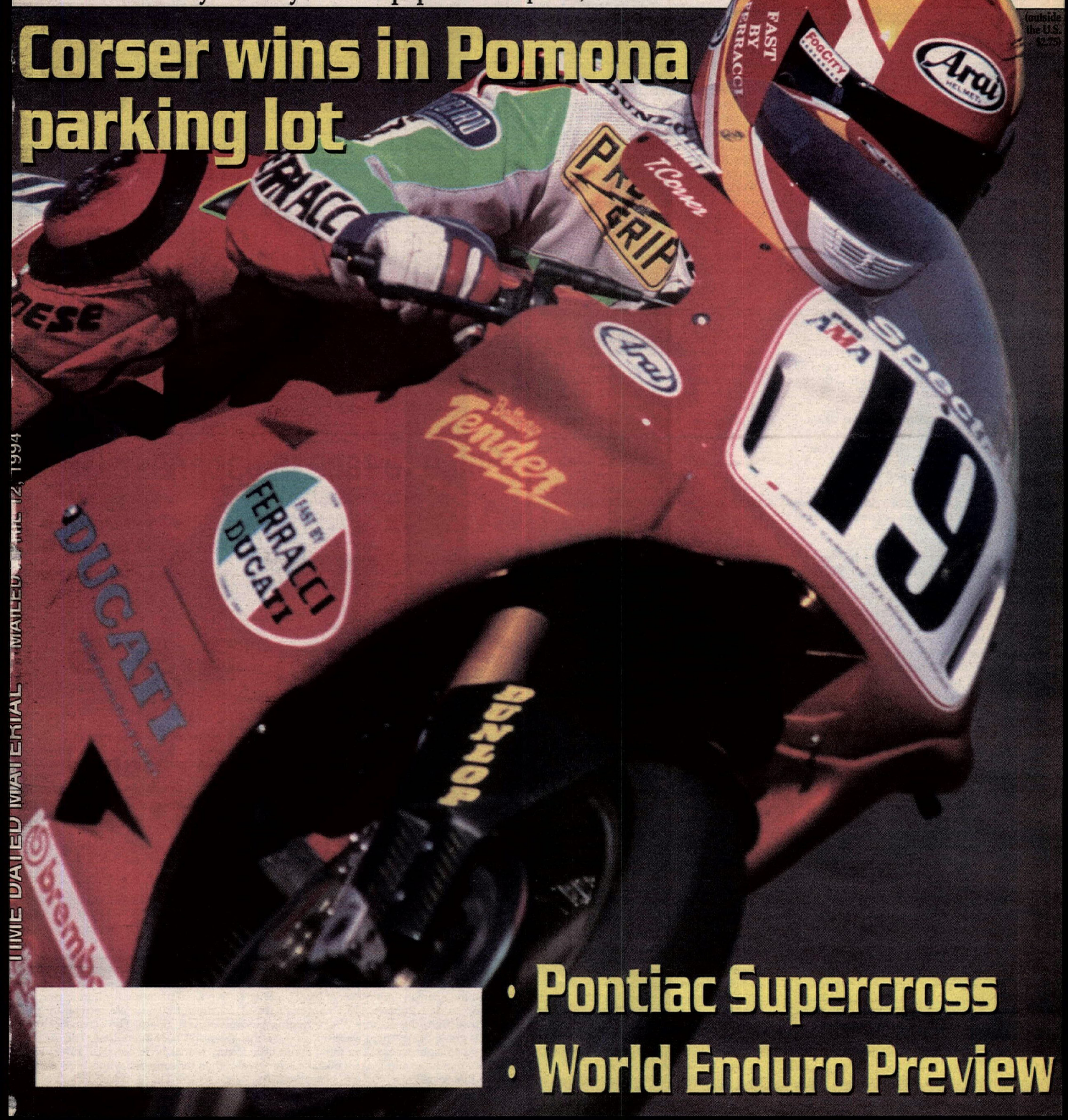
Full Malaysian GP Coverage: Doohan wins

CYCLE NEWS

America's weekly motorcycle newspaper | April 20, 1994: Number 15 | $2.00 (outside the U.S. $2.75)

Corser wins in Pomona parking lot



· Pontiac Supercross

· World Enduro Preview

TIME DATED MATERIAL ... MAILED ... 12, 1994

IN THE WIND

Hondas took the top three positions in the opening round of the 500cc World Motocross Championship Series, in Payerne, Switzerland, on April 10. In his 500cc Grand Prix debut, Dutchman **Gert Van Doorn** (Hon) took the overall after winning moto one and finishing fourth in moto two. Belgian **Ronny Weustenraed** (Hon) was second ahead of New Zealand's **Shayne King** (Hon). Belgian **Johan Boonen** (Kaw) was fourth, with Swede **Marcus Hansson** (Hon) taking fifth. American **Billy Liles** (Hon) finished second in moto one and was sixth overall, while countryman **Ron Lechien** (Kaw) went 12-11 for 10th overall. Overnight snow had threatened cancellation of the race, but it went off as scheduled on a muddy track.

Frenchman **Mickael Pichon** (Hon) turned in perfect 1-1 moto scores to win the second round of the 125cc World Motocross Championship at Sourdeval, France, on April 10. Finishing second overall was defending champ **Pedro Tragter** (Suz), from Holland, with Italian **Alessio Chiodi** (Hon) third. American **Bob Moore** (Yam) and Dutchman **Leon Giesbers** completed the top five overall. Tragter took over the series points lead with his runner-up finish.

Rodney Smith (Suz) won his third race of the four-race-old AMA National Hare Scrambles Series in Redding, California, on April 10, pulling to a commanding 21-point lead over **Thomas Norton** (Kaw) in the points race. Norton finished second, with **Ron Naylor** (ATK) third, **Eric Mashbir** (Hus) fourth and **Patrick Garrahan** (Kaw) fifth.

Defending Champion **Danny Hamel** (Kaw) won round three of the AMA National Championship Hare & Hound Series in Jericho, Utah, on April 9. **Ty Davis** (Kaw) finished second, while **Greg Zitterkopf** (KTM) was third overall and first in the 250cc class. **Jim Gray** (KTM) and **Paul Krause** (Kaw) rounded out the top five overall.

Ricky Carmichael scored three class wins at the National Minicycle Association's World Mini Grand Prix at the Las Vegas Speedway in Las Vegas, Nevada, April 8-10. Carmichael topped the podium in the 80cc Stock and Modified classes as well as the Super Mini class, while **Jeff Willoh** won championships in the 125 and 250cc Stock Intermediate classes. **Casey Johnson** was victorious in the 125cc Stock and Modified Pro classes, and **Kevin Windham** hammered to the 250cc Stock and Modified Pro class wins. The three-day event drew about 1300 entries.

Mike Brown (Hon) won the April 10 opening round of the seven-race FIM/AMA-sanctioned 125cc Pan Pacific Supercross Series the day after the Pontiac, Michigan, round of the AMA Camel Supercross Series. Brown, who scored his first-ever Eastern Regional 125cc Supercross main event the night before, finished ahead of **Craig Decker** (Hon), while **John Dowd** (Yam), **Chad Pederson** (Yam) and **Davey Yezek** (Hon) rounded out the top five. The highest-finishing non-American rider was Australia's **Cameron Taylor**, who finished eighth. In the 250cc All-Star Challenge race, **Denny Stephenson** (Suz) scored a narrow win over **Larry Brooks** (Yam), **Erik Kehoe** (Hon), **Mike Jones** (Suz) and **Todd DeHoop** (Hon).

Doug Carmichael (Hon) won the 125cc Grand Prix exhibition race at the Pomona Fairplex in Pomona, California, on April 10. Carmichael topped Craig Waugh (Hon) and Lee Parks (Hon) in the race which was held after the AMA U.S. Superbike National Championship round on a race track layed out in the parking lot of the Pomona Fairplex.

WERA announced on Monday, April 11 that it has **cancelled** its Pro Series event scheduled for **Pocono International Raceway** on August 5-7. The Pocono event has been replaced by a full WERA Pro Series weekend at Indianapolis Raceway Park on July 21-24. The Indy race will also mark the first of the EBC Brakes Triple Crown events. The Pocono race was removed from the schedule when management of Pocono International Raceway refused to make any track improvements. In lieu of Pocono's decision, WERA has cancelled all of their racing activities scheduled at the facility in 1994 - including its club race scheduled for June 18-19. "Pocono has been historically our most profitable event," said Evelyne Pritz, the president of WERA, "but we care about our riders. We told Pocono last year that some changes needed to be made. We provided Pocono with a detailed and reasonable plan for those changes at Pocono Raceway's request. We can't return to Pocono in good conscience without track improvements."

Keith McCarty, the team manager for Yamaha's factory MX team, was absent at the April 9 Pontiac Supercross, as well as the previous March 26 round at Charlotte. So where has he been? Well, it seems that McCarty is getting more and more involved in his company's road racing effort. During the Charlotte Supercross, McCarty attended the Phoenix round of the AMA U.S. Superbike National Championship Road Race Series, and during the Pontiac round, he was at the road race round in Pomona. "Last year I was promoted to department manager of our motorsports racing division, which includes road racing," said McCarty. "I'm trying to get myself back up to speed (in road racing) and I'm going to attend all the road racing rounds and gain as much knowledge as I can in the least amount of time. When the road races don't conflict with the supercross rounds, I'll be going to the supercrosses. I enjoy being involved in road racing; it's a high-visibility sport, there's real professionalism and the riders are good at P.R. - plus, it's exciting. I'm still involved in supercross (and motocross) and being in this situation is great because there are a lot of things that can be applied directly to both." When McCarty attends the road racing rounds, **Jon Rosenstiel** - better known as Jon "R" - and **Mike Guerra** will take charge of the Yamaha pits.

Motocross roots run deep in Yamaha's road racing program, especially with Keith McCarty's recent heavy involvement. **Tom Halverson**, the team's coordinator, used to be a tuner for multi-time Supercross and National MX Champion Jeff Ward, and road racer **Colin Edwards II** was at one time a member of Yamaha's amateur motocross support team.

The Barstow-to-Vegas Hare & Hound might be history, but not so for all point-to-point desert races. One of the few - if not the only - point-to-point races left in the U.S. will be the April 30 round of the AMA National Championship Hare & Hound Series that will start in Wells, Nevada, and end approximately 107 miles later in Wendover, on the Nevada/Utah border. According to the event promoter, **Ron Dillon**, the **Wells-to-Wendover** course was designed with pit crews in mind, as well as the racers. Each pit is accessible from a freeway, and race supporters will have ample time to make it from one pit to the next. For more information, call 208/342-3910.

The AMA's District 36 has long been a stop on the National Enduro circuit, and for the past few years has also hosted a round of the National Reliability Enduro Series. This year, however, Northern California riders will finally get a chance to compete in a real-live ISDE qualifier - the High Sierra M.C.'s **Cycle Gear Carson Valley Qualifier**. The event normally takes place in October, after the Six Days, but for '94 it has been moved to April 23-24 and will actually count as a bonafied qualifier. In addition, the event has been extended from one to two days for the first time ever. The Judy Phillips Massage School will offer free massages after the finish on both days, and **Larry Roeseler** will host a free classroom riding seminar the Friday before the event. For more information, call 702/425-HSMC or 916/582-4511.

As we went to press on Monday, April 11, **Senate Bill 21** was in the process of being introduced and debated on the Senate floor for the first time ever. The bill would close over 9.5 million acres of California Desert to motorized vehicle access by designating wilderness areas and establishing new National Parks. Bill opponents had planned a fillibuster for the first day, which basically involves tying up the proceedings by discussing the bill "to death," but were apparently unable to secure enough votes to do so. While it is impossible to accurately forecast when the actual bill will be voted on, it was expected to pass on Tuesday. If it does pass the Senate, the bill will advance to the House.

Separated at birth? While glancing through our photos from the Pontiac Supercross, we noticed that two riders in particular bore an uncanny resemblance. A quick look at 250cc main event winner **Jeremy McGrath** and 125cc Eastern Regional main event winner **Mike Brown** revealed many similarities. They say that imitation is the sincerest form of flattery - but in this case, we wonder, who was imitating whom? Hondas are the machine of choice for McGrath and Brown, and both wear Sinisalo race gear and Bell Helmets. And, of course, underneath their helmets - both riders sport the ever-trendy goatee. Coincidentally, both riders are alumnis of the Peak Antifreeze/Pro Circuit team.

Ride the Wind, the made-for-television movie starring **Craig T. Nelson** as a retired dirt track racer making a comeback, is scheduled to air on Monday, April 18, on ABC at 9:00 p.m Eastern time. **George Roeder II** handled the riding duties in the movie, standing in for Nelson, while Grand National Champion **Ricky Graham** and three-time Grand National Champion **Jay Springsteen** performed additonal stunt work. Former Grand National Champion **Chris Carr** served as the technical advisor, while past champ **Gene Romero** and race promoter **Chris Agajanian** played important roles in organizing the race scenes.

Filice to race in Japanese GP

According to a press release from Marlboro, two-time AMA 250cc GP National Champion Jimmy Filice is set to mark the debut of Marlboro Team Rainey at the April 24 Japanese Grand Prix.

The diminutive Californian will ride as a replacement for Kenny Roberts Jr., who broke his left arm during the off-season while training aboard his mini dirt tracker.

Team Manager Wayne Rainey decided on the substitution to give his new team a chance to get up and running before Roberts Jr. returns. "Everyone else will be on their third race in Japan and we'll be on our first," said Rainey. "We need to get the team going and we need to get the bike going. Suzuka will give us a good chance to see where we are speedwise because the straightaways are so long. With Harada being out, there's not been a lot of development done on the Yamaha; we need to see which direction we need to head in."

Yamaha Motor France's Tetsuya Harada, the defending 250cc World Champion, broke his right hand during practice for the Australian Grand Prix and is expected to return to racing in Japan.

Filice's outing on the new Marlboro Team Rainey squad continues his association with the three-time World Champion. Last year, Filice contested the AMA 250cc GP Championship Series aboard a Rainey Racing Yamaha TZ250. Filice dominated the series, winning all but one race, which he DNF'ed.

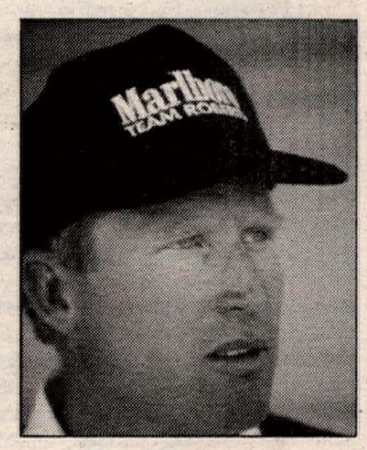
Filice made his 250cc Grand Prix debut at the 1988 U.S. GP, and won his first time out. Since then, Filice has made a handful of Grand Prix appearances.

"Jimmy will do a good job. He races well and he knows the track. He's done the Grand Prix and the 8-Hour there," said Kenny Roberts.

Filice last raced the Japanese GP in 1991 riding a TZ250 for Roberto Gallina. Filice later quit Gallina's team and returned to the U.S. where he won the first of his two 250 Grand Prix championships. Rainey will join Filice at Suzuka, and the nascent team will benefit from the technical support of Marlboro Team Roberts.

"Like the rest of the season, my role will be to advise from a technical side," said Roberts, team owner of racing's most successful 500cc squad. "Suzuka will tell us how close we are to the other guys." Roberts Junior will now start his first Grand Prix season at the Spanish Grand Prix at Jerez on May 8. "We were planning for him to ride in Japan," added Roberts, "but you can't speed up these injuries. We're waiting on approval from the doctors. We're hoping he can return in Spain. The actual healing part is going okay. There were things done that shouldn't have been done. The doctor said six to eight weeks. The thing about little Kenny is that he is not a GP rider. The chance that he would make a mistake is far greater than for someone who's been doing it for five years."

Roberts signs new U.S. GP contract



Kenny Roberts (right) has signed a multi-year agreement with TWP/Dorna, the rights holders for the Grands Prix, to promote the U.S. GP in conjunction with SCRAMP, the owners of the Laguna Seca circuit.

In a statement released at the Malaysian Grand Prix on April 9, Roberts said: "We knew this would be a long-term project. Last year we brought the U.S. GP back to America and got good support from the media and the fans. The next step is to build on last year's hard work and find the commercial sponsorship we need to establish our GP as America's top motorsport event. My company (Kenny Roberts Sports Promotion) and TWP/Dorna are equally committed to promoting GP motorcycle racing in the United States, and SCRAMP are right in step with us."

Richard Golding, managing director of TWP and Dorna added, "We firmly believe that the FIM Road Racing World Championships is the world's most exciting motorsports series and that the excellent performance by American riders gives us a product that we can market successfully in the highly competitive U.S. sports market. We couldn't have a better partner than Kenny Roberts. Now it is up to us to work together to realize the full potential of the United States Grand Prix."

Roberts, who paid for the race out of his own pocket last year, is believed to have lost in the area of $2 million, in large part because he insisted that everything be done first-rate. The race was better organized than it had ever been, with hospitality suites overlooking pit row and tents for the teams to work out of, but it didn't attract enough corporate sponsorship, a title sponsor, or enough spectators. This year Roberts and TWP/Dorna plan to have someone in Monterey go after corporate sponsorship and keep the enthusiasts and general press alerted to any news coming out of the GP.

Italian road racer **Loris Reggiani** continues to develop the Aprilia V-twin 400, lapping the Mugello Autodromo in Italy within two seconds of the 500cc lap record. Running a second-generation motor for over 100 laps, Reggiani clocked a 1:55.9, down on the record of 1:53.829 set by Rothmans Honda's **Mick Doohan** in 1993, but still encouraging for Aprilia team manager **Carlo Pernat**. "We are very surprised," Pernat said at the Malaysian Grand Prix, mostly, he said, because the bike is down on power. "We must arrive at 130 hp. Right now we are at 115-120." The four-cylinder race bikes make in excess of 180 bhp. Pernat said he was 99% certain that the 400 would make its debut at the Spanish Grand Prix at Jerez on May 8. "Reggiani wants to race in Japan, but he's crazy," Pernat said.

In other Aprilia news, the Italian company is rumored to be developing a **1000 cc V-twin** for release in the 1996 model year. According to a source close to the factory, they have had a the engine on a test bed at Rotax in Austria for the past year. They are also expected to follow the V-twin with a 750, four-cylinder and have a complete model line from 50cc to 1000cc within four years.

Jimmy Filice wasn't the only new addition to the 250cc Grand Prix road race class (see Wind box). Team Marlboro Pileri made a personnel move at the Malaysian GP, moving Italian **Giuseppe Fiorillo** to the 250cc class from the 125cc ranks and replacing him with Spaniard **Emili Alzamora**. And Team Hernandez replaced the injured **Manuel Hernandez** with fellow Spaniard **Juan Borja**. The replacement is permanent.

Castrol officially announced at the Malaysian GP that it was backing the Honda World Superbike team. The team of AMA Superbike Champion **Doug Polen** and New Zealander **Aaron Slight** will be part of a 17-man team based in Louth, near Cadwell Park in England. The team will be managed by **Neil Tuxworth** who re-formed the Honda Britain racing operation in 1990. Technical specifications for the team's Honda RC-45's claim they'll make in excess of 155 bhp with a projected top speed of over 180 mph. In addition to winning the AMA Superbike title last year, the 30-year-old Polen won the WSB titles in 1991 and 1992 aboard Ducatis. Slight, 28, finished third in last year's WSB series aboard a Muzzy Kawasaki.

One of the new stops on the World Championship Superbike Series in 1994 is Sentul, Indonesia. Because of the emerging markets in southeast Asia, rumors began to circulate that Sentul would make it onto the Grand Prix calendar, as well. Not so, said **Paul Butler**, president of the International Racing Teams Association (IRTA). Butler, who served as race director for an international event there last fall, said one of the problems was a lack of seating. "There are two sections of grandstands on the front straight that seat about 6000 people. I don't know what the average monthly wage there is, but a ticket for the superbike race is going to cost $60." Butler also said that the track surface was coming apart, though whether or not there are plans for re-surfacing before the race is unknown.

The race that never was has been **cancelled**. A **dirt track** scheduled for the night before the Spanish Grand Prix at Jerez has been cancelled before it was officially announced. Ricky Graham, Jay Springsteen and Steve Morehead were scheduled to race, along with Randy Mamola and Jimmy Filice. Kenny Roberts was also planning to make a repeat appearance in the race that he rode as an exhibition last year. Sparky Edmondson had built a fleet of dirt-trackers for the race, which was won quite handily by Springsteen last year. No reason for the cancellation was given.

A total of $200,000 has been obtained to help establish a statewide motorcycle safety training and education program in New York, according to the Motorcycle Safety Foundation. State Senator **Owen H. Johnson** secured a $100,000 appropriation in the 1994-'95 State Operations Budget to help implement the program. Another $100,000 will come from a National Highway Traffic Safety Administration 402 Fund grant. According to Senator Johnson, the $100,000 from the state budget will be administered by the New York Department of Motor Vehicles. The Motorcycle Association of New York State, a non-profit organization, will be the recipient of the federal grant money, and will use the funds to establish a viable state rider-training program, according to association president Mike Melis.

Idaho Governor **Cecil D. Andrus** signed legislation on March 30 establishing a separate license classification and learner's permit for motorcyclists as well as a state-funded program for motorcycle rider education. Previously, Idaho was the only state that did not have a law requiring a separate endorsement to operate a motorcycle. The new bill includes a grandfather clause allowing current motorcyclists to obtain the endorsement by taking only the written test, while those under 21 will have two years to do so. The bill also made Idaho the 43rd state to adopt a legislated motorcycle safety program. The program will be administered by the Department of Education and is entirely self-funded by motorcyclists. The program will receive $13.50 from each motorcycle license and permit fee, generating approximately $200,000 annually.

CHANGED: The phone number of helmet painters Gerard Design East. The new number is 904/375-0921 and the fax number is 904/336-6553.

AUTOGRAPH SIGNING: At Harley-Davidson of Sacramento in Sacramento, California, April 22 from 5:00 p.m. to 7:00 p.m. Team Harley-Davidson riders Scott Parker and Chris Carr, as well as H-D of Sacramento's own Aaron Hill, are scheduled to appear. For more information call 916/929-4680.

AUTOGRAPH SIGNING: At Honda/Kawasaki of Bloomington in Bloomington, Indiana, May 14 from 12:00-2:00 p.m. Malcolm Smith is scheduled to appear. Smith will also participate in a May 15 dual sport ride. For more information, call 812/339-0199.

AUTOGRAPH SIGNING: At The Hitching Post in St. Paul, Minnesota, April 16 from 6:00 p.m. - 8:00 p.m. Team Suzuki members Ezra Lusk, Jimmy Button, Brian Swink and Phil Lawrence are scheduled to appear. For more information, call 612/645-4629.

STOLEN: a 1994 Honda CR500 VIN #JH2PE0202RM300164, Engine #5300151, from a garage in Culver City, California, on Sunday, April 3. Anyone with information leading to the whereabouts of the bike should contact Scott Huber at 310/643-9140. A reward is being offered.

AUTOGRAPH SIGNING: At Rapid Sport Center in Coon Rapids, Minnesota, April 15 from 6:00 p.m. until closing. Team Honda riders Jeremy McGrath, Jeff Stanton, Doug Henry and Steve Lamson are scheduled to appear.

CHANGED: The AMA headquarters hotel for the Red Bud, Michigan, National MX on July 3. The new hotel is Benton Harbor, Michigan's Carlton Lodge. For more information, call 616/925-3000. CN

C.E. Altman, 1937-1994

One of the founding members of PACE Entertainment Corporation, C.E. Altman, died Thursday, April 7, in Houston, Texas at the age of 56. Altman, who was Chairman of PACE Motorsports, joined the company at its inception in 1966 and was chiefly responsible for the company's development of indoor motorsports events, a uniquely American genre of entertainment that includes motorcycle motorsports, tractor pulls, monster trucks and other motorized thrill shows. Altman died after a long bout with leukemia.

Altman originally started with PACE in 1966 as its director of sales for the numerous trade and consumer shows produced at the Houston Astrohall. His responsibilities soon included developing an entertainment option for the Houston Astrodome during the off-season.

Taking advantage of the climate-controlled environment of the Astrodome, Altman was promoted to president of a newly formed subsidiary, PACE Stadium Events, responsible for presenting major arena and stadium sporting events.

"He was part of that founding group of energetic, young entrepreneurs that helped drive a fledgling start-up into what has grown to be an international entertainment company," said Allen J. Becker, Chairman of PACE Entertainment Corporation. "His influence and gentle spirit will be greatly missed." An endowment is being set up by PACE Entertainment Corporation in the name of C.E. Altman to recognize excellence in the field of motorsports.

Under Altman's leadership, PACE Stadium Events evolved into PACE Motorsports and expanded its operation throughout the U.S. and eventually abroad. PACE Motorsports was responsible for bringing American motorsports to the Japanese with two highly successful events at the Tokyo Dome in 1990 and 1991.

Industry peers credit Altman with expanding the appeal of motorsports events, in particular stadium motorcycle racing, where he is known as one of the pioneers of motocross. His staging of international motorsports events is recognized as pushing the sport beyond its American roots into an entertainment form that captures the interest of fans worldwide.

In a fitting tribute to C.E. Altman, a moment of silence was held at the April 9 Pontiac Silverdome during the 10th round of the AMA Camel Supercross Series.

Altman was born in Huntsville, Texas, and attended Sam Houston State University. He is survived by his daughter Karen Dawn Tannehill and grandson Zacheriah. Altman's family is asking that donations be given to your local chapter of the Leukemia Society of America.

CYCLE NEWS

America's weekly motorcycle newspaper

Volume XXXI

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National Headquarters
2201 Cherry Ave., Long Beach, CA 90806,
P.O. Box 498, Long Beach, CA 90801-0498
(310) 427-7433; (213) 636-8844.
FAX (310) 427-6685

Eastern Office
4188 First Ave., Tucker, GA, 30084;
mailing address P.O. Box 805,
Tucker, GA 30085-0805.
(404) 934-7850. FAX (404) 934-3112

Cycle News (USPS 141-340) is published weekly except the last two weeks of the calendar year for $50.00 per year by Cycle News, Inc., 2201 Cherry Avenue, Long Beach, CA 90806. Second class postage paid at Long Beach, CA. Canada Post International Publications Mail #546615.

POSTMASTER: Send address changes to Cycle News, P.O. Box 498, Long Beach, CA 90801-0498.

To determine the expiration date of your subscription, check the four numbers on the first line of your address label. The first two digits indicate the last issue number you'll receive and the last two characters indicate the year of the last issue.

Subscription rates: Rates for the United States and its possessions for one year, (50 issues), $50.00; two years (100 issues), $95.00; six months, (25 issues), $26.00; trial sub (15 issues), $19.00. Canada and Foreign, one year (50 issues), $90.00; two years (100 issues), $175.00; six months (25 issues), $45.00; trial sub (15 issues), $38.00.

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VOICES
Letters to the editor

Guy says

I'd like to take this opportunity to apologize to my fans who were hoping to see me race the Dallas Supercross. Earlier this season I said that I planned to ride both the Dallas and San Jose rounds of the series. Unfortunately, I won't be able to.

When I set up my contract with Suzuki, I still had the rods in my legs and wasn't sure if I'd be strong enough after the surgery to ride any supercross events. As it turns out my legs are stronger than ever and I felt that I would be capable of doing well in selected supercross events. In my enthusiasm, I said that I would ride at Dallas and San Jose. Unfortunately, because I wasn't sure of my strength when my contract was arranged, it doesn't include any supercross events.

So, upper management at Suzuki decided that I should race only those events that are outlined in my contract - off-road events and selected outdoor National MX races. Therefore, I won't be riding in any AMA Supercross events this year, but will continue to concentrate on learning the ropes of off-road racing.

On the good news side, I'm really happy in the off-road arena. The level of competition is great and all of the riders have treated me wonderfully - especially my teammates Rodney Smith, Randy Hawkins and Steve Hatch. I love riding the Suzuki RMX250 and was very proud to win my first GNCC National at Ocala, Florida.

In fact, the Suzuki off-road team looks great this year as each of us has won a National event. So look for me at the off-road Nationals, selected outdoor MXs, and the ISDE. And maybe I'll be able to return to supercross next year.

Thanks to all of my friends and fans for their support.

Guy Cooper
Stillwater, OK

A good Guy

Guy Cooper has always had the reputation of being one of the greatest guys in motocross and I had the chance to find out firsthand recently. It was the morning after the Daytona Supercross and our flight was leaving for home at 7:30 a.m. At the airport my wife was getting sicker by the minute and when it came time to board there was no way she could fly - so I rented a car and took her to the hospital. She was diagnosed with food poisoning, was treated and released that afternoon.

Since the rider that I help sponsor, Chad Pederson, had already left with my motorhome, I was out looking for a hotel room with 500,000 people still in Daytona. Standing in line next to me at the seventh hotel that I had gone to was Guy, who was checking out a day early. I asked the lady at the desk if I could rent that room and she said no because there was a long waiting list. I told her of our day, but she said it didn't matter if my wife was sick - I wasn't going to stay there. That's when Guy approached the desk and asked her if Suzuki still had to pay for the room even though he was leaving. She told him yes - that's when Guy picked the key off the counter and told the lady he'd changed his mind and was going to stay another night. He then turned and gave me the key. To say that Guy Cooper was our saviour would be an understatement.

Guy, thank you for everything that you did for us and for the world of motocross. You will always be remembered as one of the greatest - on and off the track!

Jamey Gifford
West Des Moines, IA

Nice Ninja

When the unmistakable Team Mirage road racing van drove into our pits a sober reality fell upon us. We realized that one of the AMA's best was about to give us a "lesson" in road racing in our season opener at our own track. What we didn't know at the time was that Dale Quarterley would not only prove his great talent in road racing, but he would also demonstrate his supreme character and attitude as well.

The event was the April 3 season opener to the AFM Sprint Series at Sears Point International Raceway in Sonoma, California. Dale, on his privateer Muzzy Kawasaki, competed in our 750cc Superstreet and Formula Pacific money races. I had the pleasure of competing against Dale - if you can consider being lapped on my 650cc Honda Hawk as competing. In fact, Dale turned lap record times while lapping over 80 percent of the field. With an unbelievable lead at the completion of the eight-lap race, Dale pulled into the pits and allowed the local AFM'ers to pass him to collect the contingency money and the class points.

Dale repeated this procedure in the Formula Pacific race. At first I was perplexed by his actions, recognizing that virtually everyone could use the money. Yet, after reflecting on his comments during the awards ceremony, it was quite clear that this was un unselfish gesture of true sportsmanship at the highest level.

I never had the chance to express my feelings and to personally thank him for what he showed us all, but I know that I speak for the majority of the AFM racers and fans when I say that he won the respect and admiration of an entire club and racing community with his actions. Dale not only showed us his great talent on the course, but demonstrated that he is a class act as well.

Good luck in the AMA series and in all of your ventures, Dale. You've certainly won some fans out here.

Mike Polkabla
El Sobrante, CA

Thanks TNN

Bravo TNN (The Nashville Network) for broadcasting the Daytona 200 live. Especially impressive were the on-board cameras on Pascal Picotte's and Scott Russell's machines. Keith Code was a brilliant pick for a commentator as well. How about some more Superbike Nationals live? Sooner or later, we may just put a dent into all the boring NASCAR air time.

James Doherty
Beacon, NY

The Nashville Network's live broadcast of the Daytona 200 is the only "live" coverage scheduled for this year's AMA U.S. Superbike National Championship Series. The rest of the rounds will be televised by Prime Network on a delayed basis. The March 13 running of the Phoenix International Raceway round, for example, will air on April 21 and the April 10 round at the Pomona Fairplex in Pomona, California, is scheduled to air on May 5. The World Championship Superbike Series will also be shown on Prime Network this year, beginning with the second round in Hockenheim, Germany - that race will air on May 19, one week after the event. Check your local listings for times...Editor.

Letters to the editor should be sent to Voices, Cycle News, P.O. Box 498, Long Beach, CA 90806-0498 or faxed to 310/427-6685. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.

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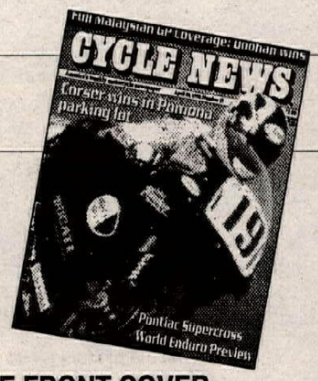


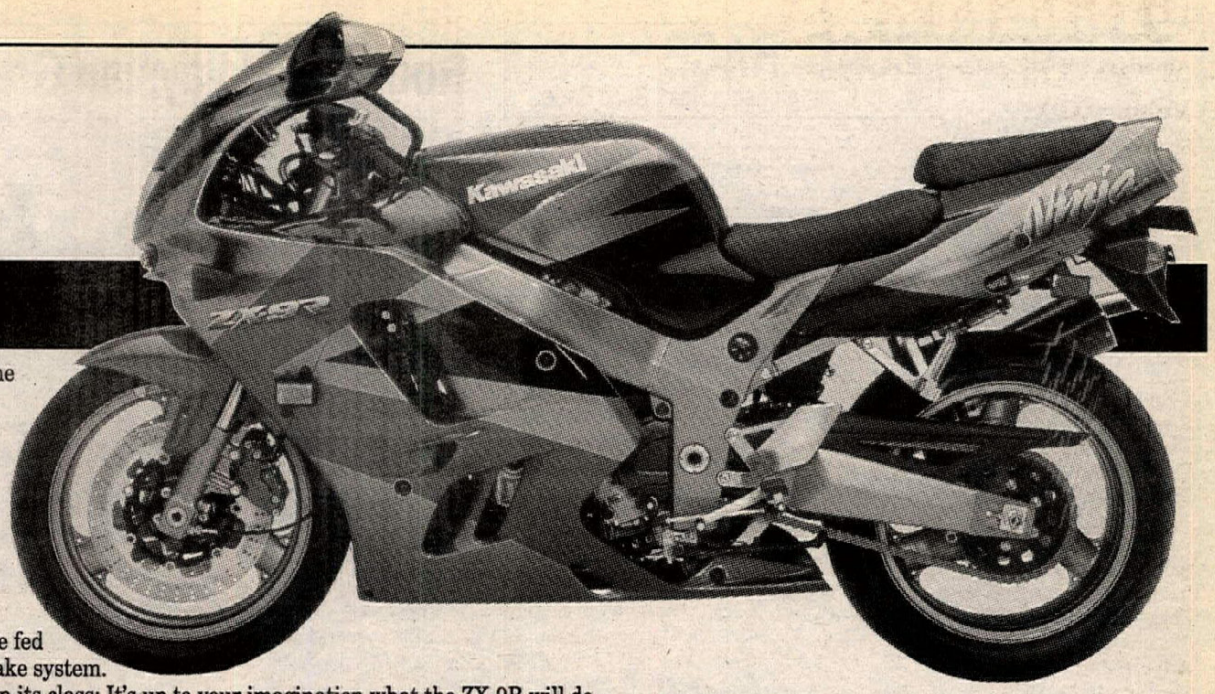
ON THE FRONT COVER

Troy Corser (shown) won the Superbike event at the Los Angeles Superbike Championship in Pomona to ensure Australian dominance in the road racing world this weekend, after Mick Doohan topped the 500cc Grand Prix in Malaysia. See page 6 for complete coverage of the Malaysian GP. LA Superbike Championship coverage begins on page 10. Photo by Henny Ray Abrams.

KAWABUNGA!

Kawasaki

Let the good times roll.



KNOW THYSELF

Yes, know thyself. Because the machine gracing these pages extends the outer limits of anything you've experienced in your motorcycling career. Knowing thyself means knowing one's limits — which is important, because the 1994 Ninja ZX-9R will unveil territory unknown to you—territory reachable only on a machine created from the sum of Kawasaki's revered engineering and performance-creating abilities. It's territory that demands respect. And responsibility.

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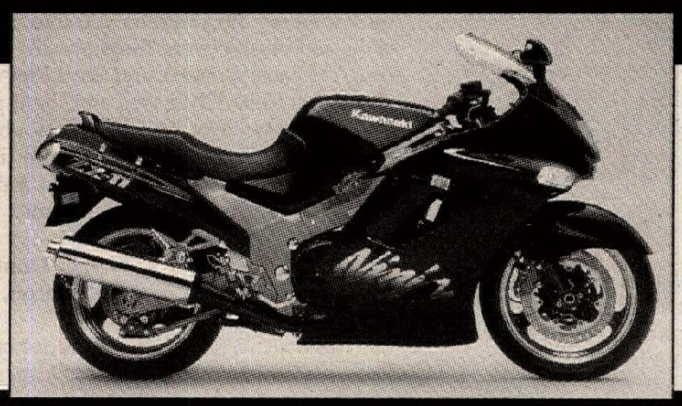

A LEGEND IN ITS TIME

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Round 2: Malaysian Grand Prix

Doohan beats the heat

By Henny Ray Abrams

SHAH ALAM, MALAYSIA, APR. 10

It was a weekend that tested your endurance and tortured your machinery - blistering hot almost constantly with a few teasing clouds to make the mix more interesting. No one was quite sure how the race day would play out, but there would be drizzle during the 250cc Grand Prix, then scorching heat that continued into the premier race of the day, the 500cc GP. Success would go to whomever guessed right - on tires, on suspension, on gearing - for this would be a day that would test them all, as well as the stamina of the 38,000-strong crowd.

In the end it was Honda Team HRC's Mick Doohan taking his first win of the year, a convincing victory in the Marlboro Malaysian Grand Prix gained by a clever paradox in gearing that allowed him greater traction out of the corners while his pursuers spun and slid without due progress. After struggling all weekend, and qualifying fourth, Doohan and his crew, led by Jerry Burgess, decided to lower the gearing for the Sunday morning warm-up.

"We dropped quite a bit off second and third," said Doohan, a move that allowed him to keep his rpm up without spinning the tire. Because he sacrificed corner speed, he was able to come out of the corners more upright and accelerate on the fat, center part of the tire. "Once the tires started to go off everyone was sliding around. I guessed whichever works best when it's out of control would win and mine was like that all weekend.

"I didn't think I was going to win today," Doohan admitted after beating Cagiva's John Kocinski across the line by 5.225 seconds.

Doohan completed the 33-lap, 71.87-mile race in 47 minutes, 36.874 seconds at an average speed of 90.57 mph. "I didn't know how much John (Kocinski) had up his sleeve."

As it turned out, not enough. Kocinski led the first seven laps before Doohan stuffed under him, never to be headed. "I was losing too much off the corners," Kocinski said. "I could make up time going in, but once it (the Honda) starts to accelerate it moves quickly.

"We had some problems throughout the weekend. I discussed them with the engineers and the mechanics, but we couldn't fix our little problem and that's what kept us from winning," Kocinski said, though he wouldn't be more specific. "Mick rode well, but if I could get the bike the way I wanted it to be I could have applied more pressure."

Kocinski's consolation was that he left Shah Alam with the championship points lead, 45-41, over Doohan with Marlboro Team Roberts Yamaha's Luca Cadalora, fourth on the day, in third place with 33 points.

Cadalora ran second to Kocinski early on before tire troubles hit. He was forced back to fourth place on the sixth lap to engage in a race-long tussle with Honda HRC Team's Shinichi Itoh.

"My tires seemed to go away a little earlier than I'd hoped, and I was waiting for Itoh to run into the same trouble," said Cadalora. "In the end, though, I found that I would have had to take too many risks to get by him. I stayed close just in case he made a mistake, but otherwise I knew it would be impossible to get ahead."

Itoh pulled out better than a two-second margin just past the midway point in the race, but the 30-year-old Cadalora fought back and closed to within less than a second at the end. Itoh explained that past the midway point he started to run into traffic, which allowed the Italian to make a charge.

"I thought the race was very good until the middle stage when I came up on some backmarkers," Itoh said. "It made me lose the gap with John (Kocinski) and I had to settle for third place."

Alone in fifth came Ducados Honda Pons' Alberto Puig, the Spaniard impressive in only his second 500cc Grand Prix. Learning throughout the race, Puig turned his fastest lap just five from the end while well clear of sixth and battling exhausted tires. He'd moved into fifth on the eighth lap, and except for one small challenge from fellow Spaniard Alex Criville, was virtually unchallenged.

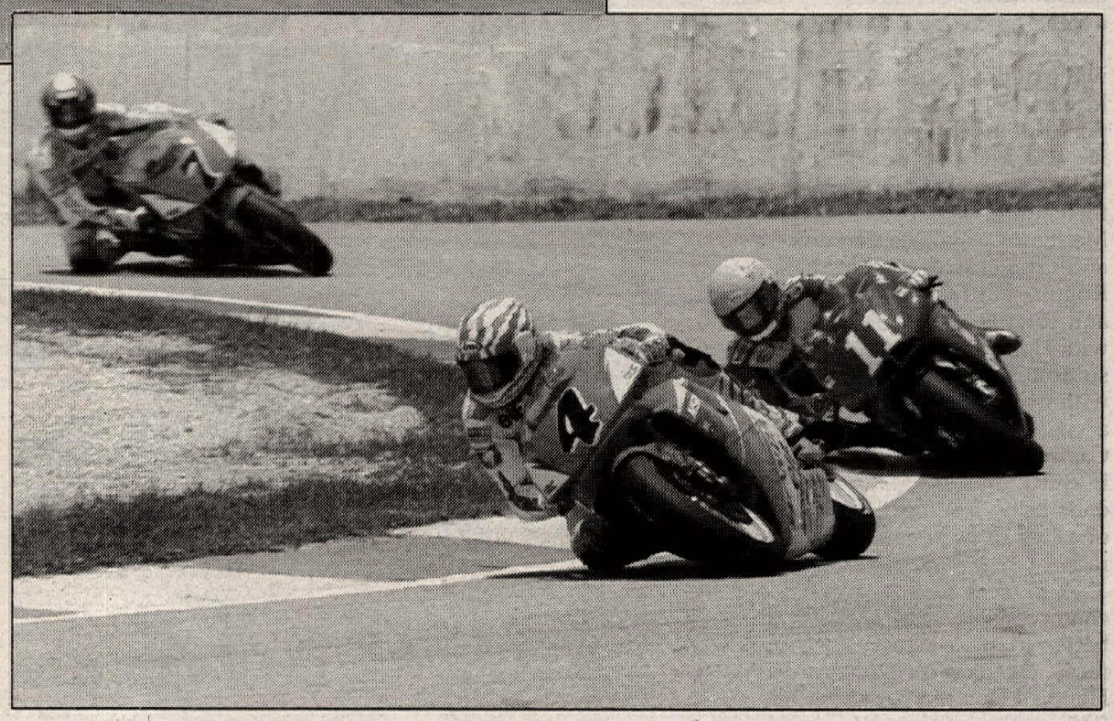
"I chose a soft rear tire and at the end of the race I was sliding," Puig said. "But I did my best lap in these conditions."

World Champion Kevin Schwantz worked his way up to sixth on the Lucky Strike Suzuki after qualifying 12th and starting slowly. Ninth after the first lap, it wasn't until the 17th lap that Schwantz began to make his move, passing Cagiva's Doug Chandler, then his teammate Alex Barros, and Criville. What had delayed his progress was a bad start and a lack of comfort with the changes that he'd made to his Suzuki. That morning before the race, Schwantz fitted a different pair of forks to his RGV500 in an effort to get it to work better under braking.

"It took a while to get used to those," the 29-year-old Schwantz said. "I didn't have confidence at first. I didn't know what was under me."

Barros, like Schwantz, also had a bad start, because the engine loaded up. He then found his tires going away as Schwantz came past.

Criville was eighth, after going with a rear tire that was too soft, with Chandler ninth, also hampered by a lack of traction in the back.

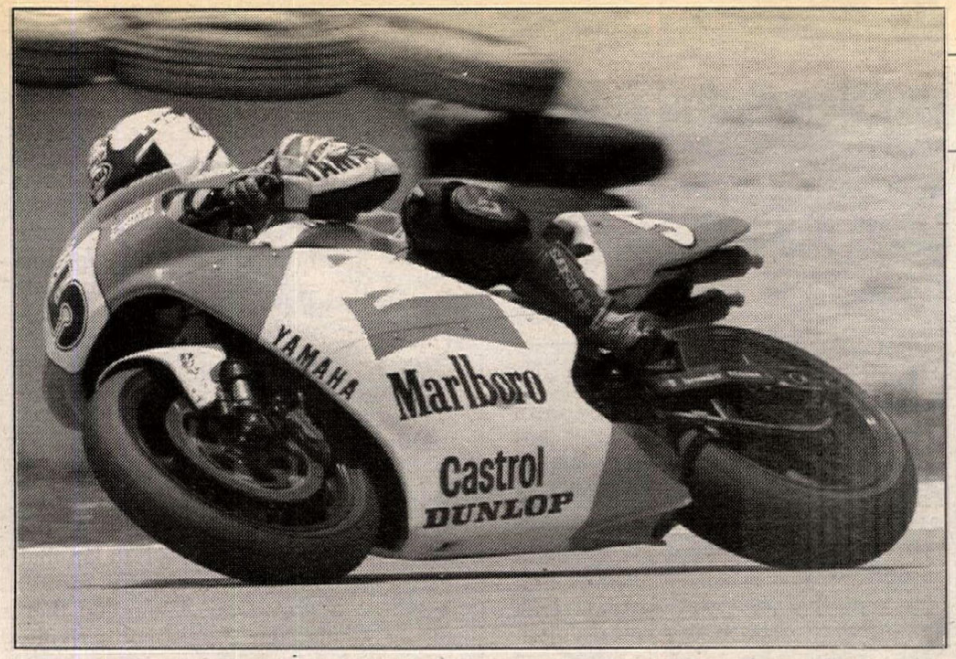


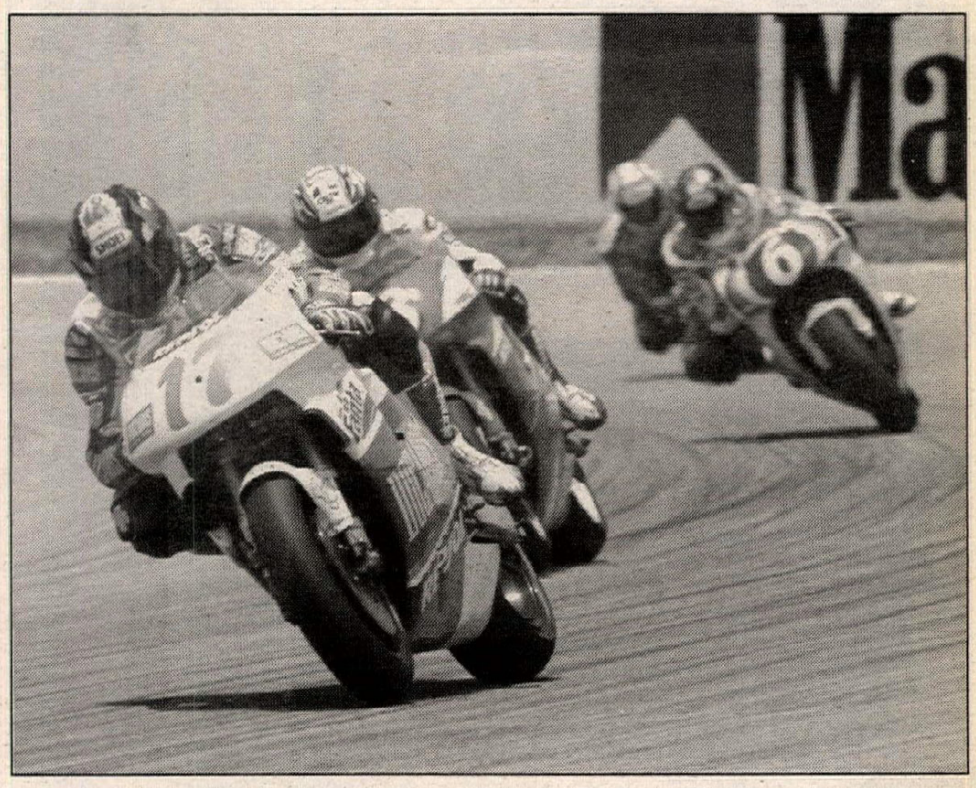
(Above)World Championship leader John Kocinski (11) gets the jump on Luca Cadalora (4) and Mick Doohan at the start of the 500cc Malaysian Grand Prix. (Right) Doohan eventually got by Kocinski, who held off Shinichi Itoh (7) to finish second.

The last of the top 10 was Marlboro Team Roberts Yamaha's Daryl Beattie, the Australian spending the entire race making up for a start-line incident in which he was run into by Schwantz. The force locked up his front brake and he had to slam on the rear brake to slow for the first turn. He worked the lever free, but by then the field was gone and he had 29 bikes ahead of him to pass - he got by 19 by the end.

The 250cc race was a walkover for the suddenly dominant Max Biaggi and the Chesterfield Aprilia. The talented 22-year-old Italian, who struggled last year on the Kanemoto Honda to only one Grand Prix win, took his second in a row, this time without a serious challenge. He was out front from the green light on, and never headed, though it was in the later stages that his advantage grew rapidly even as his tires were going off.

"Early on I pushed really hard until I had a reasonable advantage, then I con-





(Above) Luca Cadalora finished fourth on the Marlboro Yamaha. (Right) Alberto Puig had his best-ever 500cc GP outing with a fifth place finish. Here he leads Alex Criville (hidden) and Alex Barros (6).

centrated on controlling the gap, before forcing again towards the end when (Tadayuki) Okada closed on me," said Biaggi after winning by 5.808 seconds. "Over the last 10 laps the tires were really sliding around. I had two big slides and nearly crashed."

Such was his dominance that each of the first five laps was quicker than the previous one until he'd set the fastest time on the fifth lap, a time of 1:26.847 that wouldn't be approached. No one else would dip into the 26s.

Biaggi completed the 31-lap, 67.518-mile race in 45 minutes, 26.300 seconds at an average speed of 89.156 mph. He actually completed 32 laps, missing the checkered flag and racing full-out on the cool down lap before coming around for a stand-on-the-pegs celebration.

The battle for second was good for a while until Kanemoto Honda's Tadayuki Okada established himself in sole possession of the spot on the sixth lap. He had a clutch problem at the start which kept him from chasing Biaggi, then headed a trio that included himself, Marlboro Team Pileri's Loris Capirossi, and Chesterfield Aprilia's Jean-Philippe Ruggia, battling for second. Capirossi and Ruggia would drop back to battle with Honda Rheos Jha Racing's Noboatsu Aoki, until the Japanese rider slid out with five laps to go. Okada would finish a very comfortable second with Capirossi better than three seconds back in third, and Ruggia another four seconds behind in fourth and complaining of a loss of power from the start of the race.

A perfect season gives Biaggi the championship lead with 50 points, 18 better than Capirossi after two of 14 races. Okada is tied for third with HB Honda's Doriano Romboni, the Italian fifth today on what he said was an unrideable machine.

As usual, the 125s provided the closest action of the day, with five riders in a bunch going for it early on before a sorting-out process began near the halfway point. By then, GIVI Racing's Honda-mounted Noboru Ueda was in the lead, though just barely. Behind him the order was shuffling and wouldn't settle down until the 22nd of 29 laps when Australian GP winner Kazuto Sakata of Team Semprucci-Krona moved into second, displacing Team Aspar CEPSA's Jorge Martinez. That's how they'd finish with Ueda beating Sakata to the line by 1.357 seconds at the end of the 29-lap, 63.162-mile race. Ueda completed the race in 45 minutes, 9.031 seconds at an average speed of 83.935 mph.

Sakata maintains his championship points lead after two rounds with 45 points, 11 better than Ueda.

500cc GRAND PRIX

The morning warm-up gave a false reading on progress in the Doohan pits, when moderate weather allowed him to better his qualifying time by more than half a second and top the practice board. He attributed it partially to the weather, but it was also the new gearing, and that would be the key in the race.

As if on cue, the sun, which had been only intermittently visible, broke through the clouds just as the 500s began their sighting lap, baking the 2.18-mile course and making everyone hope they'd made the right choices in tires, suspension, and carburetion.

Kocinski got a perfect start, jetting into the lead with Cadalora and Doohan in tow, while Cadalora's teammate, Daryl Beattie, struggled to get his bike slowed for turn one. The 23-year-old Queenslander had been in the second row and made contact with Schwantz coming up from the third row - when a rider moved over on him. His brake lever was temporarily stuck, but he got it going, only to see the rest of the 30-rider pack vanish in the heat's haze.

Within a handful of laps a lead quartet of Kocinski, Cadalora, Doohan, and Shinichi Itoh made their break, leaving Alex Criville to fend off fellow Spaniard Alberto Puig, Alex Barros, and Chandler.

Doohan began his move to the front on the seventh lap, first passing Itoh, who was briefly second, then Kocinski on the eighth,taking the lead with a move that left an impression on the Cagiva rider.

"At first I thought I was in a race, then I thought I was in an airport when this guy came by," the 26-year-old Kocinski said of Doohan.

"He wasn't expecting me to stick it up the inside of him," Doohan said. "He could've come down on top of us and taken us both out. There are some riders out there that think that's the way to race."

But the pass was clean and Doohan set out to demoralize the opposition, dropping his lap times into the 1:25s and inching away by being able to jump off the corners without sliding sideways.

"I knew I needed a good result today. I couldn't have asked for more out of what I had. I was able to stay consistent and break the back of the other guys," the 28-year-old Doohan said.

"He could control the traction better," Kocinski said. "I was sliding as soon as I opened the throttle, but he was wheelspinning and still going forwards. We know we've got to work on acceleration."

They didn't go easily. Doohan pulled out about a 1.3-second edge just past the halfway point, with Kocinski less than a second in front of Itoh. Cadalora was next, fading slightly before readying himself for a late charge.

The final 10 laps proved Doohan had the best setup for the end of the race. He was able to pull away at about half a second once he realized the tires wouldn't get progressively worse.

"At about 15 laps the front started to push, then the rear. If the tire works on lap 20, it probably never worked the first 10 laps," Doohan said. "I pulled out a bit of a gap when John and Itoh were scrapping. John pulled it back and my arm was starting to pump up, but the gap stayed the same for a long time. As it turned out, he was probably struggling."

It wasn't until the end of the race that Kocinski was able to quell the advances of Itoh, the Japanese rider then coming under renewed attack from Cadalora. But Kocinski stayed in front of Itoh and finished well enough to maintain his points lead.

"Towards the end of the race I did try and go a bit harder, but that was to make sure I wasn't caught by Itoh," Kocinski said.

Itoh proved not to be a threat, the 27-year-old Japanese rider looking over his shoulder in the final stages to see the advancing Cadalora who would come up short.

Puig was alone in fifth, though he might have had some company had the race been any longer. Kevin Schwantz awoke from an early-race stupor to make his move, going from ninth to eighth on the 18th lap when he moved inside of Chandler in the penultimate turn, dropping the Cagiva pilot to his final finishing position - ninth place for the second Grand Prix in a row.

"The front tire was great, but I had real problems with the rear," Chandler said. "At first I felt that I could stick with John, but then suddenly the rear was all over the place. There was nothing I could do about it. I had to back off."

Meanwhile, Schwantz was catching Criville. Barros would sweep by both of them with seven laps to go, though by then Puig's lead was better than five seconds and he wouldn't be caught.

"I had a bad start and I took some laps to overtake Criville, but when I did I put some fast laps together and managed to get away from him," Puig said. "Then came Schwantz, but I had a four-second lead and I was able to finish fifth."

Schwantz explained that he was a late starter because he'd taken the front end off one bike and grafted it onto another to make it better on braking. He was also cautious about using his tires, but he realized it cost him any chance of running with the leaders.

"I tried to baby them and that caused me to lose contact with the front four for three laps. After that, down the front straight, I could see them but I knew I couldn't catch them. I was having to spin the back to get it to finish the corners pretty much everywhere," Schwantz said.

His teammate Barros was next across the line, holding seventh for almost the entire race. Like Schwantz, his engine didn't rev cleanly off the line and the problem was compounded by brake problems in the opening laps. "After that it was better for a time, and I could catch the riders ahead going for fifth and start to pass them. Then the tires lost grip and I just had to keep going for the finish," the 24-year-old Brazilian said.

250cc GRAND PRIX

The 250cc race began and ended in the same way - with Chesterfield Aprilia's Max Biaggi utterly dominant and untouchable. The only barrier to his victory was an annoying intermittent rain, though the track was so hot that it dried almost as it hit the tarmac.

Biaggi read the green light perfectly, sprinting to the front with a trailing horde in his shadow. It wasn't until the fifth of 31 laps that he began to edge away from the 31 other riders to steadily lower his lap times, his best a 1:26.847. After that he was in the 27s and 28s and still able to pull away.

"It wasn't an easy race for sure - so many laps," the 22-year-old Roman said. "Last year I had a lot of bad luck; this year I'm more confident with the bike, the tires, and the team. Everything seems perfect. I feel 110% and I'm surprised."

In the early stages of the race it was fellow Italian Loris Capirossi giving chase, but he would be passed by Tadayuki Okada on the sixth lap. Okada had a clutch problem at the start which held him back, but once up to speed he was unstoppable. Though he couldn't

Round 2: Malaysian Grand Prix

World Champion Kevin Schwantz finished a disappointing sixth after starting slowly in the Malaysian heat.

catch Biaggi, neither was he in danger of being caught as the race wore on. At the halfway mark he was close to five seconds behind Biaggi, with close to three over the battle for third behind him.

"I'm very happy with second place today," Okada said. "Once I got into second place, it was too late to do anything about Biaggi." Unlike the more established teams, Okada's Kanemoto Honda squad was formed late in the winter and they were only able to test once. More testing is planned, but for now they have to cope.

"The drop in track temperature hurt us a little today," team owner Erv Kanemoto said. "If it was as hot as yesterday our tires would have worked better and maybe he would have been faster. But, like I said before, we are badly in need of more testing time. Once we have the best equipment to give him, he will win races."

Once Okada broke free, the battle for third was among Capirossi, Honda Rheos Jha Racing's Nobuatsu Aoki, and Chestefield Aprilia's Jean-Philippe Ruggia. Aoki took over the spot on the 10th lap and would hold onto it except for two instances when he made mistakes and allowed Capirossi to briefly pass him. With five laps to go Aoki crashed, uninjured. By then Ruggia had dropped back, losing ground once when his engine stopped, and would finish fourth behind Capirossi.

"I simply had too many problems to win here, and my goal was simply to finish," Capirossi said. "I could see that Aoki was having more tire problems than me so I was waiting to pass him late in the race. After he crashed I took it really easy and just made sure of third."

"I got a good start, but from the first lap the engine wasn't right," Ruggia said. "I don't know whether it was a carburetion problem or something else, but it wouldn't rev out, even in the lower gears. I rode as hard as I could for a while and I thought I might be able to stay with Capirossi and Aoki, but near the end of the race that was impossible. I was having to take too many risks to stay with them."

HB Honda's Doriano Romboni finished fifth, riding in solitude almost the entire race once he realized his setup wasn't right. His teammate, German Ralf Waldman, who'd finished the first lap in fourth, dropped back to ninth with a rear brake problem which mysteriously sorted itself out after eight laps. In only his second 250cc GP, Waldmann would finish sixth, one better than Chesterfield Aprilia's Jean-Michel Bayle who also scored his best-ever 250cc result.

"I got away just behind Jean-Philippe and I did the first few laps in the leading group, but they were a little too fast for me," the former motocrosser said. "I had a few spectacular slides and (Luis) D'Antin came by and after that I was with Waldmann for a while."

Repsol-MX Onda-Pepsi's D'Antin ended the day eighth, one better than Dutchman Wilco Zeelenberg on the DC Racing Honda.

Shah Alam
Shah Alam, Malaysia
Results: April 10

125cc QUALIFYING: 1. Kazuto Sakata (1:31.685); 2. Takeshi Tsujimura (1:32.814); 3. Dirk Raudies (1:32.858); 4. Jorge Martinez (1:32.887); 5. Peter Oettl (1:32.896); 6. Fausto Gresini (1:33.118); 7. Noburo Ueda (1:33.178); 8. E. Alzamora (1:33.184); 9. Oliver Petrucciani (1:33.264); 10. Herri Torrontegui (1:33.274); 11. Garry McCoy (1:33.394); 12. M. Tokudome (1:33.439); 13. H. Nakajyo (1:33.496); 14. Harachuka Aoki (1:33.502); 15. Stefan Prein (1:33.529); 16. Y. Katoh (1:33.580); 17. Carlos Giro (1:33.611); 18. S. Perugini (1:33.623); 19. Bruno Casanova (1:33.627); 20. F. Petit (1:33.693); 21. Akira Saito (1:33.742); 22. Gabriele Debbia (1:33.868); 23. Luigi Bodelier (1:33.874); 24. Neil Hodgson (1:33.975); 25. Lucio Cecchinello (1:34.102); 26. Tomoko Igata (1:34.116); 27. Marc Geissler (1:34.260); 28. Oliver Koch (1:34.280); 29. Massimo Ono (134.613); 30. Vittorio Lopez (1:35.115); 31. C. Soong (1:35.236); 32. Hans Spaan (1:35.266); 33. Manfred Baumann (1:35.563); 34. Danielle Tognoli (1:36.062).

250cc QUALIFYING: Max Biaggi (1:26.618); 2. Loris Capirossi (1:26.692); 3. Jean-Phillipe Ruggia (1:27.962); 4. Tadayuki Okada (1:27.359); 5. Ralf Waldmann (1:27.370); 6. Doriano Romboni (1:27.714); 7. N. Aoki (1:27.752); 8. Jean-Michele Bayle (1:28.077); 9. Luis

Kocinski grabs the pole, again

Cagiva's John Kocinski (right) didn't improve his time from Friday's qualifying session to Saturday's, but he didn't have to. On a sweltering hot day that fatigued riders and made jello of their tires, Kocinski was still the second fastest rider of the day, though not as fast as he was the previous afternoon, nor as quick as the one-minute, 25.100-second lap record he set here in 1992. After setting Friday's fast time, a lap of 1:25.180 (92.05 mph), on the 2.18-mile Shah Alam Circuit, just outside the Malaysian capital of Kuala Lumpur, Kocinski spent Saturday refining the Cagiva and testing tires, likely the most crucial component in a race that promised to be brutal to both man and machinery.

"I got chopped up there at the end. I think I could've squeezed a little more out of it at the end," Kocinski said after taking his second pole in succession. "What I had yesterday was good enough.

"It's extremely hot, and when the tires go off you have to have extreme concentration to stay in control. I think I'm okay because I prepared for it," Kocinski said. But, just as a precaution, Kocinski had his crew cut holes in the front of his fairing to keep him cool while in the saddle.

Though the Cagiva is developing, Kocinski feels that it's still down to the Japanese four-cylinders on acceleration. But since this is the slowest track on the Grand Prix circuit, the deficit was minimalized.

"For sure here we don't have the acceleration that we want. I think our chassis/suspension combination isn't working too bad. It's not so much having the most power, but getting everything to work at 90%. A 500 is hard to hold onto, especially under these conditions," Kocinski said.

Marlboro Team Roberts Yamaha's Luca Cadalora was second fastest, though his practice time was cut short somewhat by a crash in turn three, a sweeping right-hander.

"I was trying hard and I think I maybe pulled the bike over just a little too much. I thought it was a very slow turn, but when I hit the ground I changed my mind," the 29-year-old Italian said.

Despite spilling, he was able to set the fastest time of the day on Saturday, though he thought there was more in it.

"The bike still isn't quite right, though. We need to work on improving the balance tomorrow morning. It's going to be a very hard race. For sure Kocinski will be there and, I think, also Doohan. Schwantz seems to have some problems," said Cadalora, who continues to ride the 1993 ROC-framed Yamaha.

First Honda honors went not to HRC's Mick Doohan, but to 500cc debutant Alberto Puig of the Ducados Honda Pons team. In only his second 500cc GP, Puig was third fastest, admittedly still adapting to the half-liter machinery and especially the tires. His best time was set on Friday, though he nearly equalled it on Saturday afternoon despite having trouble sorting through tires and a crash in the morning's free practice session.

"At the beginning, the bike was a little difficult to get used to when we were testing in the winter in Australia. Now the bike is coming better, and especially the tires," Puig said.

Next to Puig, at the end of the front row was Doohan, the 28-year-old Australian clearly struggling on the track, the powerful NSR500 slewing wildly out of the corners. The problem, he said, was one of balance and little progress was being made.

"Our suspension problem is a front and rear thing," Doohan said. "I think we tested so much at Eastern Creek, where the track changes so much, that we've backed ourselves into a bit of a corner. It's a bit like the Suzuki used to be; getting the balance right is really hard. All the guys are complaining about it. We've got a set of last year's forks which we may try sometime. We're also trying to get it to steer quicker. The suspension problems we've got are upsetting it a bit."

What's particularly troubling to the team is that the bike is virtually unchanged from last year, though the suspension components are all-new.

Fifth fastest, and first Suzuki, was Lucky Strike's Alex Barros, the 24-year-old Brazilian bettering his Friday time by nearly a second after hitting on a combination that worked.

"Finally we have some good settings and I am very happy with the way the final session went. I was able to move up on the grid and to improve my time over yesterday by almost a second," Barros said.

Daryl Beattie improved his time from Friday, but not his position, qualifying sixth for Sunday's race. Beattie had taken a nasty spill on Friday, totalling his Marlboro Team Roberts Yamaha near the end of the timed session when his front end washed out. The 23-year-old Australian said that after a career spent on Hondas he was still adjusting to the Yamaha.

"It's a case of what I'm used to and what I've got now. They've made me realize I've got to ride the bike differently from the way I rode the Honda. I didn't believe it at first, but now I do," Beattie said. "I'm starting to get the hang of it, but it's not going to be an overnight thing." Beattie had two ROC-Yamahas to choose from - a 1993 and a 1994 - since he didn't ride the 1994, though, he was essentially limited to one bike.

HRC's Shinichi Itoh and Alex Criville were seventh and eighth fastest, respectively, and both in the same quandary as Doohan. Finding a balance for the machine proved elusive and the changing weather conditions - blistering heat with occasional, cooling cloud cover - compounded the problem.

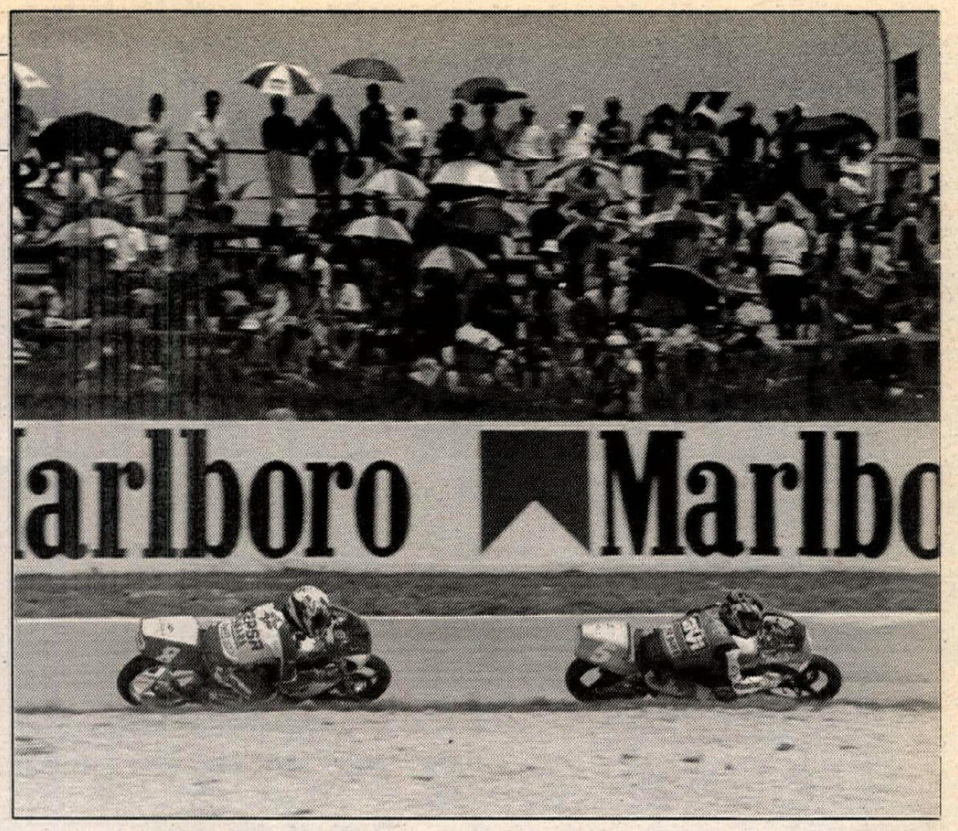
Making rare and unwanted appearances on the third row were a pair of Americans, Cagiva's Doug Chandler and World Champion Kevin Schwantz. More than the others, Chandler was suffering from the heat.

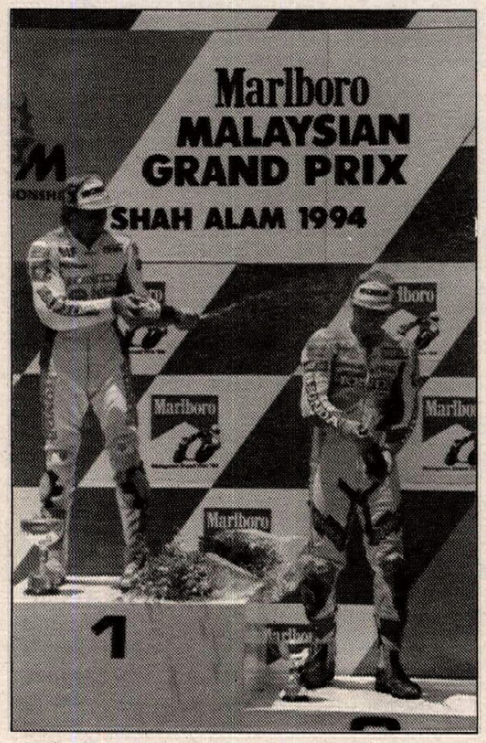
"It's just so damn hot out there. When I'm tucked in, the heat comes up from the engine," Chandler said. "My feet feel it the most. I think it affects my concentration. The biggest thing for me it to get comfortable and relaxed and put in some nice and easy laps instead of trying too hard."

What was holding Schwantz back was his broken right arm. It wasn't so much that it affected his riding, but that it denied him valuable testing time over the winter. He's still making up for lost time and the frustration is showing.

"The third row sucks and I'm obviously a long way off being happy," Schwantz said after completing only nine laps in the second one-hour qualifying session. "We've got lots of little problems rather than one big one. The arm should be okay. I guess I can ride 95%; it should be 100% by Japan. We're playing catch-up right now, but we have more tests scheduled and I hope we can narrow the gap after that."

Slick 50 Team WCM's Niall Mackenzie was 11th fastest after skipping the morning practice session due to a Friday crash with fellow Englishman John Reynolds at the end of the third row.





(Above) Loris Capirossi (2) and Max Biaggi (4) lead the way at the start of the 250cc GP. (Left) Doohan and Itoh celebrate. (Above right) Noboru Ueda (5) won the 125cc GP; Jorge Martinez (8) was third on the factory Yamaha.

D'Antin (1:28.834); 10. Wilco Zeelenberg (1:28.517); 11. Adrien Bosshard (1:28.955); 12. Alessandro Gramigni (1:29.136); 13. Eskil Suter (1:29.136); 14. Andreas Preining (1:29.418); 15. Carlos Checa (1:29.538); 16. Bernard Kassner (1:29.593); 17. J.V.D. Goorberg (1:30.071); 18. Luis Maurel (1:30.240); 19. S. Nizam (1:30.240); 20. Ari Stadler (1:30.368); 21. Juan Luis Cardoso (1:30.687); 22. P.V.D. Goorberg (1:30.616); 23. G. Fiorillo (1:30.812); 24. N. Ferro (1:31.118); 25. Juan Borja (1:31.372); 26. Christian Boudinot 1:31.702); 27. Frederic Protat (1:31.756); 28. M. Kuan (1:32.161); 29. Kristian Kaas (1:32.237); 30. A. Patterson (1:32.264); 31. Rodney Fee (1:33.267); 32. E De Juan Lluc (1:33.498).

500cc QUALIFYING: 1. John Kocinski (1:25.180); 2. Luca Cadalora (1:25.264); 3. Alberto Puig (1:25.672); 4. Michael Doohan (1:25.684); 5. Alex Barros (1:25.744); 6. Daryl Beattie (1:26.282); 7. Shinichi Itoh (1:26.289); 8. Alex Criville (1:26.294); 9. Doug Chandler (1:26.408); 10. Kevin Schwantz (1:26.503); 11. Niall Mackenzie (1:27.681); 12. Jeremy Reynolds (1:27.798); 13. Bernard Garcia (1:27.866); 14. Juan Lopez Mella (1:28.268); 15. Jeremy McWilliams (1:28.286); 16. Jean-Phillipe Jeandat (1:28.719); 17. Lucio Pedercini (1:28.930); 18. Laurent Naveau (1:28.987); 19. Sean Emmett (1:29.213); 20. Bruno Bonhuil (1:29:234); 21. Cristiano Migliorati (1:29.313); 22. Julian Miralles (1:29.465); 23. Marc Garcia (1:29.829); 24. Bernard Haenggeli (1:29.904); 25. Cees Doorakkers (1:30.104); 26. Jean Foray (1:31.887); 27. Andreas Leuthe (1:31.100); 28. Kevin Mitchell (1:31.644); 29. Marco Papa (1:31.715); 30. Vittoria Scatola (1:32.048); 31. L. Neukirchner (1:32.612).

125cc GRAND PRIX: 1. Noburo Ueda (Hon); 2. Kazuto Sakata (Apr); 3. Jorge Martinez (Yam); 4. Dirk Raudies (Hon); 5. Takeshi Tsujimura (Hon); 6. Fausto Gresini (Hon); 7. Oliver Petrucciani (Apr); 8. Akira Saito (Hon); 9. Herri Torrontegui (Apr); 10. Harachuka Aoki (Hon); 11. H. Nakajyo (Hon); 12. Garry McCoy (Apr); 13. Oliver Koch (Apr); 14. M. Tokudome (Hon); 15. Bruno Casanova (Hon); 16. Marc Geissler (Apr); 17. Neil Hodgson (Hon); 18. Vittorio Lopez (Hon); 19. Massimo Ono (Hon); 20. C. Soong (Yam); 21. Lucio Cecchinello (Hon); 22. Manfred Baumann (Yam); 23. Hans Spaan (Hon); 24. Tomoko Igata (Hon); 25. Stefan Prein (Yam); 26. Gabriele Debbia (Apr); 27. F. Petit (Yam); 28. C. Alzamora (Hon); 29. Peter Oettl (Apr); 30. Luigi Bodelier (Hon); 31. Danielle Tognoli (Apr); 32. S. Perugini (Apr).

Time: 45 min., 9.031 sec.
Distance: 29 laps, 63.162 miles.
Margin of Victory: 1.357 sec.
Average Speed: 83.74 mph.
Fastest Lap: Noburo Ueda, 1:32.583/84.49 mph.

250cc GRAND PRIX: 1. Max Biaggi (Apr); 2. Tadayuki Okada (Hon); 3. Loris Capriossi (Hon); 4. Jean-Phillipe Ruggia (Apr); 5. Doriano Romboni (Hon); 6. Ralf Waldmann (Hon); 7. Jean-Michele Bayle (Apr); 8. Luis D'Antin (Hon); 9. Wilco Zeelenberg (Hon); 10. Alessandro Gramigni (Apr); 11. Carlos Checa (Hon); 12. Adrien Bosshard (Hon); 13. Andreas Preining (Apr); 14. Bernard Kassner (Apr); 15. Ari Stadler (Hon); 16. Luis Maurel (Hon); 17. S. Nizam (Yam); 18. Frederic Protat (Hon); 19. N. Ferro (Hon); 20. G. Fiorillo (Hon); 21. M. Kuan (Yam); 22. A. Patterson (Hon); 23. Kristian Kaas (Yam); 24. Rodney Fee (Hon); 25. N. Aoki (Hon); 26. P.V.D. Goorberg (Apr); 27. Eskil Suter (Apr); 28. E. De Juan Lluc (Apr); 29. Christian Boudinot (Apr); 30. Juan Luis Cardoso (Apr); 31. Juan Borja (Apr).

Time: 45 min., 26.3 sec.
Distance: 31 laps, 67.518 miles
Margin of Victory: 5.808 sec.
Average Speed: 88.95 mph.
Fastest Lap: Max Biaggi, 1:26.847/90.079 mph.

500cc GRAND PRIX: 1. Michael Doohan (Hon); 2. John Kocinski (Cag); 3. Shinichi Itoh (Hon); 4. Luca Cadalora (Yam); 5. Alberto Puig (Hon); 6. Kevin Schwantz (Suz); 7. Alex Barros (Suz); 8. Alex Criville (Hon); 9. Doug Chandler (Cag); 10. Daryl Beattie (Yam); 11. Niall Mackenzie (Yam); 12. Jeremy Reynolds (Yam); 13. Sean Emmett (Yam); 14. Jeremy McWilliams (Yam); 15. Lucio Pedercini (Yam); 16. Jean-Phillipe Jeandat (Yam); 17. Bruno Bonhuil (Yam); 18. Marc Garcia (Yam); 19. Cees Doorakkers (Yam); 20. Cristiano Migliorati (Yam); 21. Andreas Leuthe (Yam); 22. Bernard Haenggeli (Yam); 23. Julian Miralles (Yam); 24. Juan Lopez Mella (Yam); 25. L. Neukirchner (Yam); 26. Bernard Garcia (Yam); 27. Jean Foray (Yam); 28. Marco Papa (Yam); 29. Laurent Naveau (Yam); 30. Kevin Mitchell (Yam).

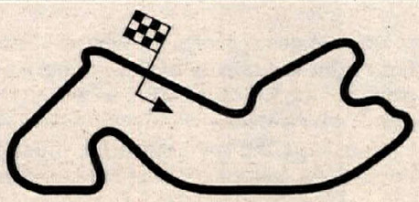
Time: 47 min., 36.874 sec.
Distance: 33 laps, 71.868 miles.
Margin of Victory: 5.225 sec.
Average Speed: 90.36 mph.
Fastest Lap: Michael Doohan, 1:25.925/91.046 mph.

125cc WORLD C'SHIP POINT STANDINGS (After 2 of 15 rounds): 1. Kazuto Sakata (45); 2. Noburo Ueda (34); 3. Fausto Gresini (23); 4. Peter Oettl (20); 5. Garry McCoy (20); 6. Oliver Petrucciani (20); 7. Dirk Raudies (19); 8. Akira Saito (18); 9. Jorge Martinez (16); 10. Herri Torrontegui (15); 11. Takeshi Tsujimura (11); 12. M. Tokudome (9); 13. Harachuka Aoki (6); 14. H. Nakajyo (6); 15. Luigi Bodelier (5); 16. Giovani Scalvini (4); 17. Gabriele Debbia (3); 18. Oliver Koch (3); 19. Tomoko Igata (2); 20. Bruno Casanova (1).

250cc WORLD C'SHIP POINT STANDINGS (After 2 of 15 rounds): 1. Max Biaggi (50); 2. Loris Capirossi (32); 3. Doriano Romboni (31); 4. Tadayuki Okada (31); 5. Jean-Phillippe Ruggia (26); 6. Ralf Waldmann (19); 7. Luis D'Antin (16); 8. Jean-Michele Bayle (15); 9. Wilco Zeelenberg (14); 10. Nobuatso Aoki (10); 11. Carlos Checa (7); 12. Andreas Preining (7); 13. Adrien Bosshard (7); 14. Alessandro Gramigni (6); 15. Craig Connell (5); 16. Bernard Kassner (2); 17. Eskil Suter (1); 18. Ari Stadler (1).

500cc WORLD C'SHIP POINT STANDINGS (After 2 of 15 rounds): 1. John Kocinski (45); 2. Michael Doohan (41); 3. Luca Cadalora (33); 4. Shinichi Itoh (27); 5. Kevin Schwantz (23); 6. Alberto Puig (20); 7. Alex Criville (18); 8. Alex Barros (17); 9. Doug Chandler (14); 10. Jeremy Reynolds (10); 11. Daryl Beattie (6); 12. Bernard Garcia (5); 13. Niall Mackenzie (5); 14. Sean Emmett (5); 15. Scott Doohan (4); 16. Juan Lopez Mella (3); 17. Jeremy McWilliams (2); 18. Cristiano Migliorati (1); 19. Lucio Pedercini (1).

Upcoming Rounds
Round 3 - Suzuka City, Japan, April 24
Round 4 - Jerez, Spain May 8



Briefly...

250cc World Champion **Tetsuya Harada** had a second minor operation on his injured right hand when he returned home to Japan after crashing during practice for the Australian Grand Prix at Eastern Creek. An X-ray of the side of his hand revealed that another small bone in the back of his hand was broken; this was realigned and held in place by a small pin. Harada, who is now exercising the hand so that he regains the full movement of his fingers, says that he feels confident that he will be fit enough to start the defense of his 250cc crown at the Japanese Grand Prix at Suzuka on April 24.

Slick 50 Team WCM's **Niall Mackenzie** sat out the Saturday morning practice after crashing on Friday afternoon. Mackenzie's ROC Yamaha seized on the fourth lap of the first timed practice session on Friday while he was braking at the end of the fastest stretch of the Shah Alam Circuit. He was thrown into the air and landed on all-fours, suffering injuries to both ankles on impact. "I felt like I'd been run over by a truck," he said. Mackenzie said he'd seized twice in Australia and a teardown after the latest fall revealed that his cylinders were slightly oval-shaped. He returned on Saturday afternoon and qualified 11th, one spot behind World Champion Kevin Schwantz.

TWP/Dorna announced at the Malaysian GP that a new contract with **ESPN** was in the final stages of negotiation, though it's not likely an announcement will be made before the Spanish GP at Jerez on May 8.

Daryl Beattie and **Luca Cadalora** continue to use last year's machines, 1993 ROC-framed Yamahas, as development of the 1994 factory 500 continues. The 1994 YZR features a number of innovations, including fuel injection, but it isn't ready for the race track despite being tested in Japan and at the Roberts Yamaha tests by Randy Mamola. "This year, as you can see, the 500 is (in) a process of refinement," Marlboro Roberts Yamaha team manager Chuck Aksland said. "There are some changes to the 1994 ROC, with the seat sub-frame and some geometry changes, but Daryl did all of his testing on the 1993 bikes." Aksland said Mamola would continue to test independent of the factory team and was, himself, learning what Cadalora and Beattie needed after working closely with Wayne Rainey.

Paul Butler, president of the International Racing Teams Association (IRTA) said discussions were ongoing with the manufacturers about changes in the 250cc class. "What we've got now is a good dialogue with the manufacturers. Hopefully, we've chopped through the politics. We're sympathetic to their problems, which are very real." The technical committee of IRTA met on Saturday evening at the Malaysian GP to "summarize the discussions which took place over the winter. It's the age-old problem of making racing cheap. The manufacutrers want to get together to come back with ideas. If you want to limit cost, you have two choices: either by mutual consent or you homologate. I don't think anyone wants to look at homologation. GP racing is the pinnacle of the sport." Butler also said that what they agreed on was that they "wanted to generate new teams and new talent. We have a bit of time, still, to solve the problem. Our objective is to get more teams coming into the championship and clearly we have to consider the manufacturers and have to ask them what they think."

After the start-line fiasco here last year in the 250cc class, in which seven of the riders were penalized for jumping the start, a new procedure was instituted. Two marshals were positioned on each line, one to watch the rear tires of the bikes and the second to watch the starting light. When the starting light goes green, the second marshal alerts the one watching the wheels that the race has begun. As a back-up, IRTA had a video camera on a tower overlooking the full grid. Any discrepancies are to be adjudged by rider's rep **Franco Uncini**, IRTA President Paul Butler, and race director Roberto Nosetto. Nosetto was sidelined with the flu at Shah Alam and Butler was his stand-in.

Norifumi Abe, the 18-year-old Japanese road racer, will be one of the wild cards for the Japanese GP at Suzuka on April 24. Abe, who won the Japanese 500cc championship last year as a 17-year-old, will be riding an NSR500 with backing from Blue Fox, his superbike sponsor. Either Toshihiko Honma or Norihiko Fujiwara, the Yamaha factory superbike riders, will be the other wild card aboard a factory Yamaha.

Marlboro Team Roberts Yamaha's Luca Cadalora apologized to the organizers committee of the **Marlboro Malaysian Grand Prix** after failing to turn up for the front row press conference. At the end of qualifying, the top four qualifiers in each class are expected to be available to the media, but Cadalora didn't show, claiming that he was "physically and psychologically drained; partially due to the intense heat, partially due to my fall during qualifying." He went on to say "I felt that by resting I was doing the safest thing possible to prepare for competition today." The apology rang somewhat hollow and forced since he was seen in the paddock after qualifying showing no ill effects of the crash or the weather. And the slight was made greater since his sponsor, Marlboro, also sponsored the race. IRTA President Paul Butler recommended that in the future any rider who was absent from an official press conference should report to the Chief Medical Officer to explain why he was unable to attend. The offense is considered as grievous as missing a podium ceremony, something that Cagiva's John Kocinski did in his final race for the Lucky Strike Suzuki 250cc team at Assen last year. Kocinski was fined 2000 Swiss francs for the infraction.

Round 3: Pomona Fairplex

The Superbike National gets underway with Jamie James (2) leading Steve Crevier (14) and the rest of the pack around turn two in the parking lot of the Pomona Fairplex.

Corser's lot

By Paul Carruthers
Photos by Joe Bonnello

POMONA, CA, APR. 10

For the majority of the weekend the talk at the inaugural L.A. Superbike Championship at the Pomona Fairplex was not of racing, but of not racing. But when rhetoric turned to racing, it was Fast By Ferracci Ducati's Troy Corser whose actions spoke louder than words. The Australian won his second successive AMA Superbike National of the young season, further emphasizing his and the Ducati's supremacy over the rest of the field with a victory on the highly controversial race track that weaved its way through the parking lot of the Pomona Fairplex.

The return of road racing to Southern California after a three-year drought began in a somewhat bizarre and perplexing manner as Friday's practice sessions were boycotted by the riders and Saturday's qualifying was washed out by rain (see sidebar). The weekend ended on a good note, though, with the majority of the 28,700 spectators who turned out witnessing an exciting Superbike National. And the best news of all was that despite the race track's obvious inadequacies, the races concluded without anyone suffering serious injury.

The Superbike National, however, was stopped prematurely when Colin Edwards II crashed his Vance & Hines Yamaha on the 25th lap while running third. The young Texan spun out in his own oil in the chicane at the end of the front straight, the Yamaha YZF750 spewing oil on the race track before bursting into flames and forcing the early stoppage of the race.

By that point in the race, Corser had opened up a two-second gap on Muzzy Kawasaki's Takahiro Sohwa, with Edwards another second or so behind the rider from Japan. Edwards had led early on and was hounding Corser when a lapped rider forced him into a hay bale on the 17th lap; Edwards ended up running off the track, allowing both Corser and Sohwa to break away. Eight laps later and the Vance & Hines Yamaha rider was sliding on his back in the chicane, bringing an early end to the Cycle World magazine-sponsored event.

Third place thus fell to the Muzzy Kawasaki of Steve Crevier, the Canadian scoring his best finish of the season in his third race with the Rob Muzzy-owned squad. Vance & Hines Yamaha's Jamie James finished fourth, well clear of Fast By Ferracci's Pascal Picotte and the dicing between Dale Quarterley on the Team Mirage Kawasaki and Yoshimura Suzuki's Thomas Stevens. Smokin' Joe's Racing's Mike Smith, Yoshimura Suzuki's Tom Kipp and Starsport-backed privateer Scott Gray rounded out the top 10 finishers.

For the second race in a row, the results will again be listed as unofficial, due to a second protest filed by the Muzzy Kawasaki team against the Fast By Ferracci Ducatis of Corser and Picotte. This time it was 11th-place finisher Fred Merkel who filed the protest on behalf of team owner Muzzy.

"Merkel has protested Corser and Picotte's machines," Rob Muzzy explained after the race. "It's the same thing (as the Phoenix protest) - just another day. We want to establish again what it is (the Ducati 955), and go through the process. The bottom line is that two-cylinder motorcycles have to be made in quantities of 50 units and be available through regular channels for street use. That motorcycle isn't available."

Corser's response to being protested for the second straight race was succinct: "I got it all last year in Australia," said Corser, who won the Australian Superbike National Championship despite protests regarding the legality of his Honda RC30. "It doesn't concern me. It's manufacturer against manufacturer. The bike is to the rules - it's eligible to run."

Protest or no protest, it's hard to find fault with the talents of the young Australian - for the third race in a row, he didn't put a wheel wrong all weekend. Corser kept the race close for most of the 25 laps, before clicking off lap times some 1.5 seconds faster to open a lead on Sohwa and Edwards - prompting many to accuse the Aussie of playing games similar to the cat-and-mouse antics Doug Polen used a season ago on the factory Ducati.

With both the Phoenix results and the results from Pomona still unofficial, due to the protest/appeal from Phoenix and the latest protest at Pomona, the unofficial point standings have Corser in front of James by 21 points, 103-82. Crevier is third in the championship with 80 points followed by Sohwa's 74 and Stevens' 70 points.

Due to the problems with the race track, practice for most consisted of just a session on Sunday morning, and many began the race on setups with which they weren't totally familar. Because there were no qualifying sessions held, the 28 riders were gridded according to the number of points they'd scored in the previous two rounds.

Noticably absent from the starting grid was Australian Kevin Magee, the Smokin' Joe's Racing team member being one of the proponents of a rider boycott due to safety concerns, and he ended up being only one of two superbike riders to stick to his convictions - despite essentially tossing away any

hopes he may have had of winning the AMA U.S. Superbike National Championship. Magee watched the proceedings, but didn't take part. Desmo Ducati's Dave Sadowski had packed it up and gone home on Saturday morning.

On a day in which a total of six races were held, the Superbike National got underway at 4:30 p.m. under sunny skies with a slight breeze blowing up against the nearby San Bernadino mountains. It was James who got the jump on the field when the green flag was thrown. And it was Corser who was caught napping on the Ducati.

"I don't know if I missed the green flag, or if everyone went before it," said Corser, who is more accustomed to the starting light procedure used in Australian road races.

To make matters worse, Corser was involved in a collision with Quarterley in the second corner. "He almost put me off into the bridge," Corser said.

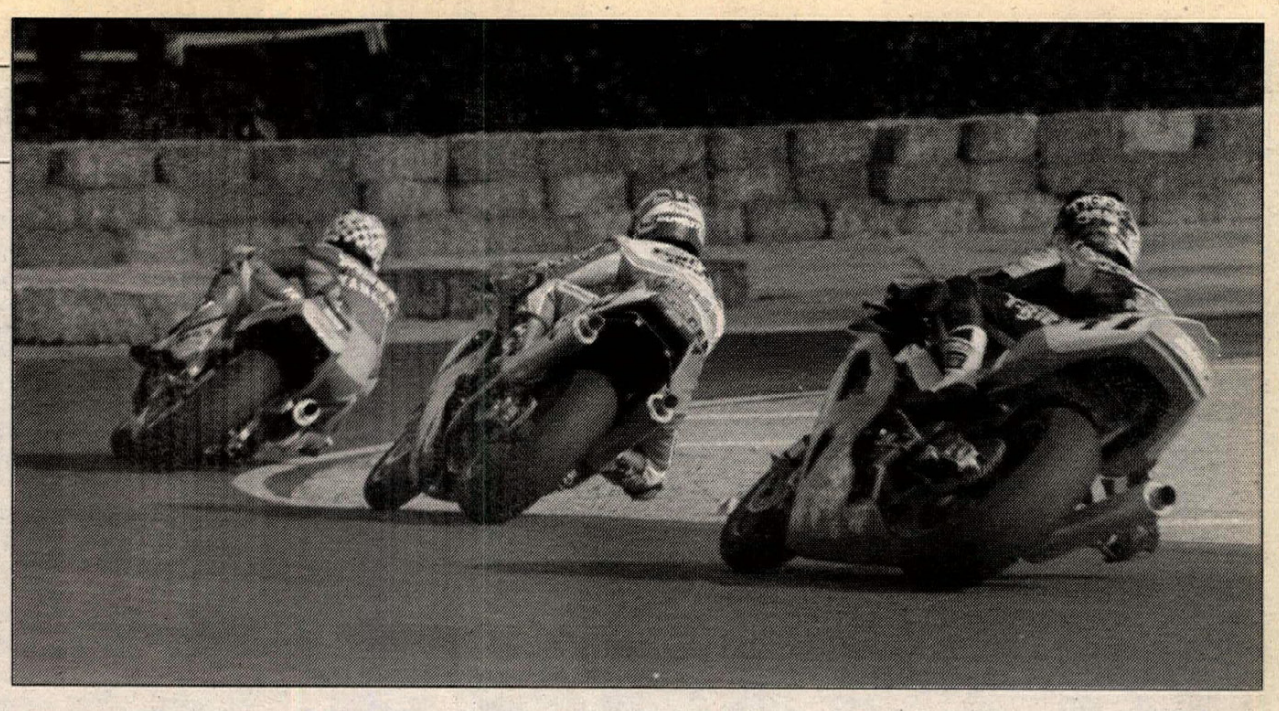
"Don't you know, that's his job," Crevier said with a chuckle in the post-race press conference. "That's why he's here."

"It must be - he's done that to me the last three meetings," Corser added.

In his defense, Quarterley said: "I'd say he (Corser) ran into me. I had the line and was trying to hold him off and he tried stuffing it in - but it's nothing I wouldn't have done."

Getting back to racing...

The first lap ended with James leading Smith, Sohwa, Crevier, *Corser*, Edwards, Kipp, Stevens, Picotte and Quarterley. The Harley-Davidson fans in attendance were disappointed early as Miguel DuHamel completed only one lap before the VR1000 developed what team manager Steve Schiebe described as "an unidentified fuel system problem." DuHamel's teammate, Fritz Kling, went two more laps before his VR1000 slowed to a stop with a shift-shaft seal problem.



Colin Edwards II leads Troy Corser and Takahiro Sohwa during their heated battle at the front of the U.S. Superbike Series race at the Pomona Fairplex.

By the end of the second lap Corser was up to third, and on the third lap he moved into second place behind James. On the fourth lap, the Australian took the lead. Edwards wasn't about to show much patience, either, as he quickly pounced on his teammate James heading into the hairpin at the end of the back straight on the fourth lap. Two laps later and the Texan was in front of the Australian as the two young and talented racers from different continents led the field.

On the eighth lap, Sohwa was up to third and trailed the Edwards/Corser dice by 1.74 seconds. By the 10th lap, Sohwa had whittled that margin down to nothing, pulling up to the rear of the Ducati to make it a three-way fight for the lead. The battle up front stayed that way until the 17th lap when Edwards was suddenly forced off the race track - and out of the race for the lead - just after losing the lead to Corser in the first corner.

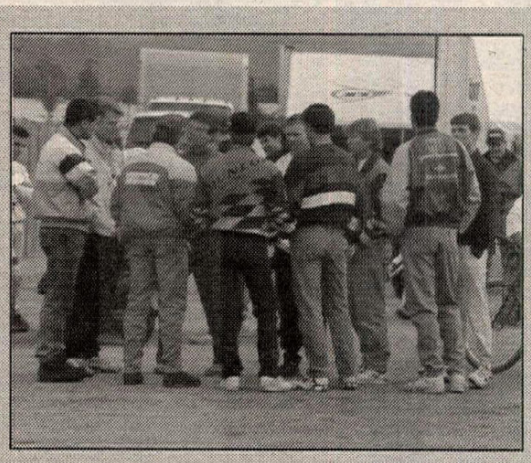
"Somebody needs to sit down and talk to the lappers," Edwards said later. "They need to first let them know that they are lappers. It was some squid on an RC30. Corser went by him and I figured he saw him. I flicked it inside and he (the lapped rider) came in and chopped me off. I bent it in harder and hit the hay bale on the inside with my head and shoulder. Then I hit his back tire and went out into the dirt."

From that point onward, the race for the lead was between Corser and Sohwa, with the former putting a second on the latter on the 22nd lap when Sohwa was balked by a lapped rider in turns one and two. On the 26th lap Edwards crashed, unhurt, in the chicane, his Yamaha catching on fire, prompting the race to be stopped.

"I'm pissed off," Edwards said. "I don't know what happened. Something started pissing oil. It didn't blow up because I powered through the next corner. It got a little loose the lap before, but this time as soon as I flicked it left it went away. I was able to flick it right, but as soon as I went left there was no traction - period."

Corser, as always, was low-key in victory: "There's not too many places around here to pass. I just went by them anywhere I could. I wasn't confident,

What went wrong?



When the racers arrived at the Pomona Fairplex facility on Thursday morning they found a race track that wasn't to their liking. What was wrong? For one, there were pedestrian bridges located dangerously close to the 2.1-mile race track - in impact areas on the exits of the two fastest corners on the track. In addition, a chain-link fence bordered the track, and in some cases that was the only thing that stood between a crashed motorcycle and spectators. The major problem, according to most, was the track's surface. It was bumpy and uneven in the majority of the 13 corners, adding more concern as to the positioning of things such as the bridges, telephone and light poles, and chain-link fences.

Some riders went out for practice on Thursday - most opted not to. The first official practice session came and went on Friday morning with the racers forming a sort of picket line to deter anyone from exiting the pits and taking to the race track - and the track remained empty, for the most part, for all of Friday.

"It's bumpy as sin," Team Mirage's Dale Quarterley said after his initial outing on the track on Thursday. "I pulled in to sit and think about it. I thought, 'Is it worth it?' I went back out and got going faster and the bike started working better over the bumps. Ninety percent of the track is really not all that bad. Coming out of turns six and seven is almost impossible. There are some hoovers (bumps) out there that send you out of the seat and aim you at the bridge. The bridges have got to go. Coming out of the carousel it wants to drift, and it'll drift you right into the second bridge. There's also a light pole here and there that could be a problem. It's just one more thing the riders have had to put up with this year. We're sick of it. We want to make this the stopping ground.

"It's not up to us to bail the promoter out. It's the AMA's job to approve these places," added Quarterley. "That's all on the emotional side. On the business end, you can't kill this guy (the promoter) because he fell short. Now you've got to think, what's it going to take to get us through this weekend? If they remove the bridges, put up some more hay bales and air fence, I'd like to run. Some want to use this as a precedent; some don't want to ride no matter what happens. Hopefully, we'll decide by the end of today. This is by far the worst place we've been to. I keep looking at it from the business side, but I don't want to kill somebody to do it. The promoters seem willing to do everything they can. It's different than at Charlotte last year - they threw us to the sharks there - this guy sat down and laid out a facility. He did everything he needed to do - he just missed the boat. All plans are like that. We need to work with this guy and they need to start working now for next year because this isn't a market we can afford to lose. Whatever everybody decides to do, I'll do it, too. If they don't want to run, we won't run. We just don't want to hurt anybody."

The riders ended up asking for some changes, and they got those changes. They wanted the pedestrian bridges moved, the starting line re-positioned so that it sent the riders down the drag strip and into turn one rather than into the funnel-like chicane, and they wanted more hay bales. Nothing, though, could be done about the racing surface itself - which for the most part featured new sealer on top of old, bumpy, parking lot pavement.

On Friday night, Race West Productions' Bill Marcel and Bob Bellino, the promoters of the event, had crews come in to remove the bridges and add hay bales to the impact areas.

On Saturday, rain washed away qualifying, with more and more riders threatening that they still weren't going to race come Sunday. A rider's meeting on Saturday turned ugly when AMA's vice president of marketing, Tom Mueller, turned down the riders' request that the race be a non-points paying event.

"It's a personal rider choice," Mueller said. "If you don't want to participate, please don't impede those who want to. It's going to happen. We will run for points. Nationals pay points and all the other promoters look at that. They want to be assured that we run point-paying Nationals."

On Saturday night, the top riders came up with a plan that would see them stop after the first two laps of the race, and then start again - effectively making it a non-race and instead an exhibition. This idea was quickly vetoed by team owners Rob Muzzy and Eraldo Ferracci. Muzzy had earlier told his team that if the bridges were removed - they would race.

"I can't tell them how to race, but I can tell them they have to race," Muzzy said.

Despite the rhetoric, even the most vocal of the riders ended up racing. Only Kevin Magee, Dave Sadowski, Jon Cornwell, Al Salaverria and Mark Foster elected not to participate.

"Our idea of eliminating points wasn't possible," Harley-Davidson's Miguel DuHamel said. "A few are not riding and I respect that. I can't race here. I'll go out and put on a show and hopefully I'll walk away from here. We made a stand - we showed them that we can unite. The AMA now knows there's a problem here. The promoter has been trying. He and the spectators are going to get a show. You've got to draw some positives out of this. The missing link here is communication. The riders should only have to be concerned with things like tire compounds - not safety issues. Some will go out and race hard - I only hope they don't get hurt."

"By Laguna Seca there will be a new plan on how these things get done and we will update the riders," Mueller said on Sunday morning. "We'll take a look at the approval process and we want representation from the riders. We'll fly in early with them to look at things like this. We just can't fix things overnight. All I can say is that they should believe me until I lie to them, and I haven't lied to them yet."

So just how did the Pomona Fairplex get approved to begin with?

"I don't know," Mueller said. "There's a two-year history here. There was a promoter change and a huge communication breakdown. We have to be more pro-active about getting in early and looking at these things. If we want to be a world model for superbike racing, we have to have some control over our groups. We've got to have everything under control. We have to work harder and our communication has to be better."

Round 3: Pomona Fairplex

(Left) Colin Edwards takes the lonely walk back to the pits after crashing his Vance & Hines Yamaha when it started spewing oil in the chicane. (Below - left to right) Steve Crevier, Troy Corser and Takahiro Sohwa celebrate in the winner's circle.

but I was going to give it a shot. I was having a bit of trouble through the fast right with slow steering. I was happy enough to sit behind Colin for a bit. Then I got past and thought, 'Okay, now go for a break.' I'm glad I did because I might have been behind him when he went into the wall."

The second-place finish was the best National result of Sohwa's one-year-and-three-race AMA career.

"I thought I could get him (Corser) under the bridge because that's where I could catch up," Sohwa said with the aid of a translator. "I was going to try inside there until I saw Edwards (hit the hay bale). I didn't want to push it any more after that. I got caught behind a lapper and could not pass."

Crevier inherited third place when Edwards crashed. The Canadian had started fourth, but slipped back to sixth before picking up the pace and again moving forward.

"Everybody just passed me," the likeable Crevier said. "I'm just taking too long to get going on the superbike, but I'm getting more adjusted to the bike and the new team. When Colin (Edwards) ran off I got close, but I was just sliding too much. After that I just rode my own race and I got third - thanks to Colin's crash. I'd rather earn third place, but I'll take it."

After fading from first to fifth, James wound up fourth when his teammate Edwards went down. "I was having a rhythm problem for the first 10 laps," James said. "Then the front brake lever was coming into the bar - I didn't want to fall down. I only had 10 laps on the bike before we lined up for the race because we didn't have much practice. I feel pretty good about it (the result)."

Like Crevier, Picotte was another slow starter. The French Canadian completed the first lap in ninth place after having started from the the third row. He started slowly, but inched his way forward until he got to sixth - which became fifth when Edwards was eliminated.

"I was having a hard time getting traction on the rear," Picotte said. "I think it was the same tire as Troy (was using), but maybe a different setup. It's hard to pass on this race track, but I started 10th and finished fifth. That's okay. I'm glad we did the job here."

Quarterley was involved in a struggle for most of the race with Smith, Stevens and Kipp, but the New Englander prevailed when he and Stevens ended up taking the struggle to the finish. Quarterley earned sixth-place money and points after passing the Floridian on the lap prior to the red-flag.

"The suspension is close," Quarterley said. "I don't dare pitch it in and not know it's there. I haven't reached the feeling of security with it yet. But it was better than at Phoenix."

Stevens was pleased to be leaving the race track he dubbed "The Isle of Pomona" in one piece: "I'm walking and talking," he said, "but I'm disappointed in my finish. We only got three laps in this morning before my bike decided it didn't want to run for the whole session. Running the endurance race helped. We got 20 laps in and that was the most all weekend - prior to that I'd done only 10 laps."

Eighth-placed Smith was another who'd suffered from a lack of practice time on the new RC45: "We tried some new stuff on the bike and just hoped that it worked," the Georgian said. "We tried different geometry. We missed all those days of practice and I was in la-la land out there. That race was basically like practice for me. I rode harder than I do in practice, but I was off on my setup. I just didn't know what we had - I was making pre-load adjustments before we went to the grid. That's a scary deal."

With Kipp ninth and Gray 10th, Muzzy Kawasaki's Fred Merkel limped home 11th, his ZXR750 backfiring its way to the finish with an ignition problem. CN

Pomona Fairplex
Pomona, California
Unofficial results: April 10, 1994

SUPERBIKE FINAL: 1. Troy Corser (Duc); 2. Takahiro Sohwa (Kaw); 3. Steve Crevier (Kaw); 4. Jamie James (Yam); 5. Pascal Picotte (Duc); 6. Dale Quarterley (Kaw); 7. Thomas Stevens (Suz); 8. Mike Smith (Hon); 9. Tom Kipp (Suz); 10. Scott Gray (Kaw); 11. Fred Merkel (Kaw); 12. Chuck Graves (Suz); 13. Brad Hazen (Duc); 14. Colin Edwards II (Yam); 15. Paul Harrell (Yam); 16. Dan Turner (Yam); 17. Tommy Lynch (Suz); 18. John Hilton (Hon); 19. Michael Kraft (Hon); 20. John Ashmead (Kaw); 21. David Kieffer (Duc); 22. Scott Landis (Suz); 23. Brett Ray (Kaw); 24. Joe Pittman (Duc): 25. Matt Cusumano (Suz); 26. Jeff Rheaume (Suz); 27. Fritz Kling (H-D); 28. Miguel DuHamel (H-D).
Time: n/a due to red flag.
Distance: 25 laps, 52.5 miles.
Average Speed: n/a due to red flag.
Margin of Victory: n/a due to red flag.
SUPERBIKE NAT'L C'SHIP SERIES POINT STANDINGS (After 3 of 10 rounds): 1. Troy Corser (103/2 wins); 2. Jamie James (82); 3. Steve Crevier (80); 4. Takahiro Sohwa (74); 5. Thomas Stevens (70); 6. Mike Smith (69); 7. Dale Quarterley (67); 8. Colin Edwards II (66); 9. Pascal Picotte (54); 10. Fred Merkel (52); 11. Tom Kipp (42); 12. Scott Gray (41); 13. Brad Hazen (36); 14. Scott Russell (35/1 win); 15. Michael Kraft (32); 16. Chuck Graves (31); 17. (TIE) Paul Harrell/Eddie Lawson/John Ashmead (30); 20. (TIE) Doug Polen/Dan Turner/Kevin Magee (28).

Upcoming Rounds
Round 4: Monterey, California - May 22
Round 5: Elkart Lake, Wisconin - June 12

Briefly...

Is **Troy Corser** trying as hard as he can or is he emulating the cat-and-mouse game played so perfectly by **Doug Polen** in last year's AMA Superbike National Championship? In the press conference immediately after the race, Corser was asked if he went hard from the start. He replied with a definite "yes" - prompting third place finisher **Steve Crevier** to hold his hand over his nose and mouth and fake a sneeze to the sound of, "Ah, ah, ah, bullshit," getting a laugh out of all in attendance, even Corser.

World Superbike Champion **Scott Russell** was a spectator at the L.A. Superbike Championship after staying in California following his test last week at Laguna Seca. Between circulating well under the superbike lap record at Laguna and watching the action at Pomona, Russell tried his hand at driving a shifter-kart for the first time. In his first outing in the 125cc-powered go-kart, Russell circulated the track in Perris, California, at close to lap-record speeds. The Georgian has now added a shifter-kart to his shopping list.

Dirt track legend **Jay Springsteen** was another race watcher at Pomona. Springer is still recovering from the wrist injury he suffered during practice for the Harley-Davidson 883 TwinSport race at Phoenix International Raceway two weeks earlier. The Bartels' Harley-Davidson rider says he won't miss any more races and will be ready for the next Grand National Dirt Track on April 23 in Sacramento, California.

Australian **Kevin Magee** was to-the-point in summing up his feelings on his AMA Superbike career at this stage of the season. "If right now I could be picked up and dropped back in Japan racing superbikes there - I'd do it," Magee said. The Smokin' Joe's Racing-backed Magee and Desmo Ducati-backed **Dave Sadowski** were the only superbike riders who stuck to their decision not to race at the Pomona Fairplex due to their concerns with the safety of the race track. While Magee stuck around to watch the action, Sadowski packed up his belongings and headed home on Saturday morning.

The three 250cc Grand Prix riders who stuck to their convictions and did not race were **Jon Cornwell**, **Al Salaverria** and **Mark Foster**. "A week from now nobody will even know what kind of statement Kevin (Magee), the others and I made," Cornwell said. "I don't know if it was a statement, or self-preservation. My sponsors were all supportive of my choice not to race and I think that says something." When asked if he had any regrets after watching Rich Oliver win the 250cc Grand Prix final, Cornwell said: "I'm struggling with that right now. The biggest regret is that nobody will remember who stood their ground on this."

Al Salaverria was watching the 250cc Grand Prix final from atop his skateboard: "I had a good chance to win this race," the Northern Californian said. "I'm not riding because of the safety issue. I'm sticking with (Jon) Cornwell. We stuck with it and everyone else should have stuck with it. We're trying to do something here. It's unsafe - period."

One of the last superbike riders to decide to race was Vance & Hines Yamaha's **Jamie James**. "Terry (Vance, the team owner) and I had a talk. He wasn't threatening in any way, but he can sell popsicles to Eskimos. I gave it some thought and decided to go ahead and do it."

One of those who crashed at the Pomona Fairplex was Californian **Lee Shierts**, who went down during a Saturday afternoon practice session when he had a rear wheel come apart. "I was knocked out for three minutes," he said. "They (the ambulance attendants) asked me where I was and I told 'em I was in Phoenix. I didn't even go to Phoenix."

For his victory in the red-flag-shortened race, **Troy Corser** won $4250 from the Superbike purse of $25,000.

Oliver by a mile

By Paul Carruthers
Photos by Joe Bonello

POMONA, CA, APR. 10

Southwest Performance's Rich Oliver felt the safest way to negotiate the 2.1-mile race track in the parking lot of the Pomona Fairplex was to negotiate it alone. And he did just that in the 250cc Grand Prix final, running away to a convincing 11.248-second win on a race track that's usually home to the cars of attendees of the Los Angeles County Fair.

"I felt safer getting a lead and passing guys when I wanted to, rather than being in a group and getting forced into doing something," Oliver said after averaging 88.853 mph in the 23-lap, 48.3-mile race. "I got a lead right away. We started out here running 35s (1:35 lap times), then we went to 30s, 28s and I did a 26 this morning. In the race I ran a 24.6. I figured I'd run a few of those and get away. No one else could match that. I think we could have done low 23s with more practice time."

The lack of practice time is well documented elsewhere in this issue, and it ended up costing some more dearly than others.

At the conclusion of the red-flag interrupted race, it was Danny Walker finishing in the runner-up position on his Southwest Motorsports-backed Yamaha TZ250, the Colorado resident getting the best of a near-race long battle with Donnie Hough. Hough, who also hails from Colorado, ended up fading towards the end of the race and was passed by the Motoworld Aprilia of Chris D'Aluisio. With D'Aluisio taking third, Hough was fourth with Zero Gravity's Nick Ienatsch filling the top five on his Yamaha TZ250.

The race began with Oliver sticking firmly to his plan of running away and hiding. The Fresno, California, resident led by 1.24 seconds after only one lap and he continued to pull away at a clip of 1.5 to two seconds a lap until the third lap when the red-flag was thrown. Moto Liberty's Michael Barnes had crashed his Honda RS250, suffering a broken collarbone and bringing out the red flag.

Ironically, Barnes had been one of the proponents of a rider walkout during Saturday's heated riders' meeting.

"I highsided over the bump," Barnes said of his crash. "I realized the AMA wasn't going to change their minds and that's why I raced. The show must go on. I don't have any regrets. I regret not having the confidence in the AMA to homologate a safe, raceable race course. Usually every race track has one obstacle - not 14 of them. If that bump hadn't gotten me, one of them would have got me."

The restart was a carbon-copy of the original. Oliver shot out front and immediately opened up a second and a half on the battle between Hough and Walker. That gap continued to grow by the lap until Oliver finally settled in with a 14-second lead, a gap he allowed to dwindle to 11.248 seconds at the finish. If you were hoping for a race at the front - you could forget about it after only one lap.

And if you were hoping to watch Takahito Mori for more than a lap, you could also forget about that. The Japanese rider crashed in the first corner, ending the day for the second of the two Moto Liberty Honda RS250s.

"Something has to be done about that guy," sixth-place finisher Chris Taylor said. "He passes you and then tries to take your wheel out. It's un-cool. Chris (D'Aluisio) rode by and punched him in the arm. After the race he comes by here on his mini bike and flips me off."

Although the race for the lead was for all practical purposes over, the race for second stayed heated with Hough leading Walker and looking a little ragged in doing so. Walker said later that he had to tell the first-year 250cc rider to settle down during the red-flag period. Walker followed Hough until the 13th lap before making his pass; Hough, though, retaliated, but only briefly. On the 15th lap, Walker was in second for good. And suddenly Hough had D'Aluisio hounding him from behind.

The New Englander had started in fifth, but had moved past Ienatsch and into fourth. That seemed to be where he was going to finish, but late in the race his charge suddenly had him chomping at Hough. On the 22nd lap, D'Aluisio moved into third and it suddenly looked likely that he would also catch Walker.

"I saw plus 3, plus 4 and then plus 2, on number 2," Walker explained. "I though, 'Oh, shit, Chris is coming. I ran the last two laps pretty hard."

And it was enough to keep Walker in second place with D'Aluisio settling for third. Hough and Ienatsch rounded out the top five.

"I never improved," a disappointed Ienatsch said. "I never went faster. It's really disappointing. I'd get on the brakes, get off 'em and coast in. I was braking too early, but I just kept doing it."

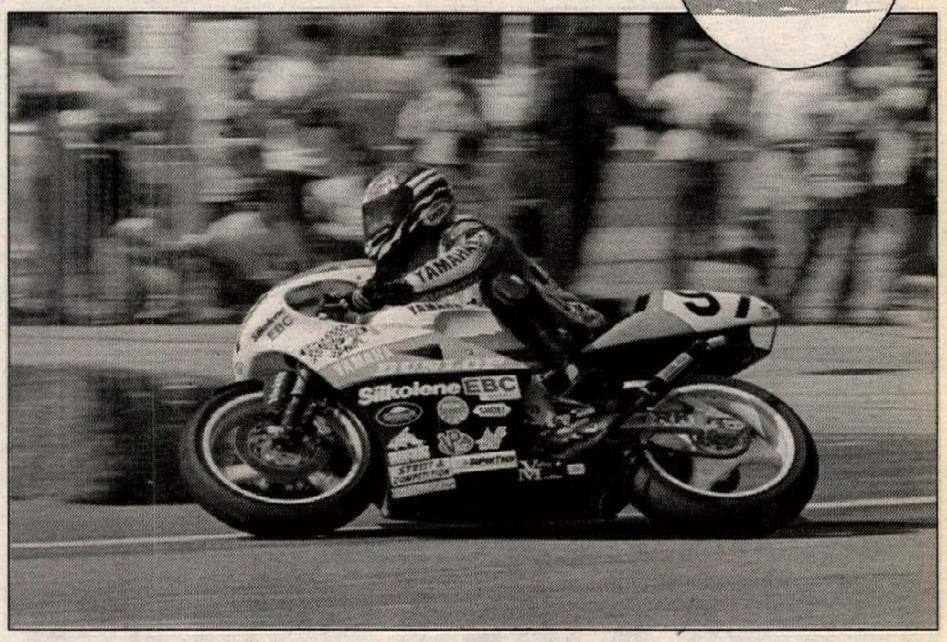
Walker was pleased to have this round behind him after struggling with whether or not to even race.

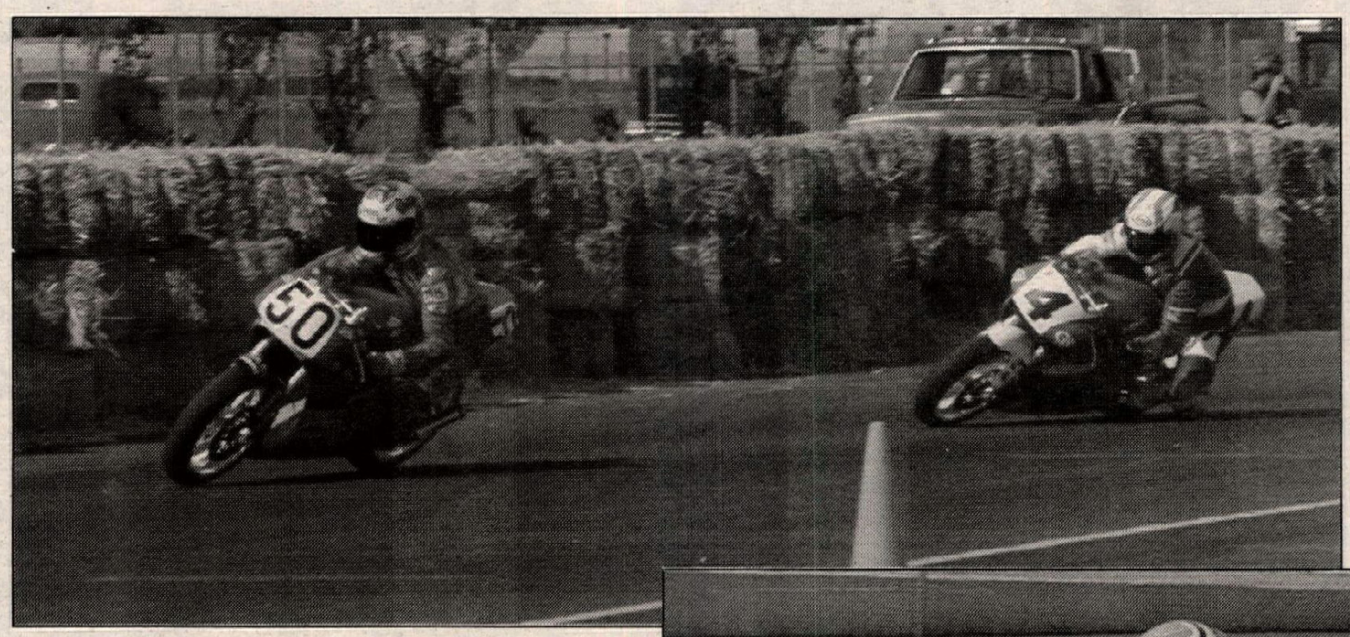
"That's how fast he (Oliver) wanted to go and he did," Walker said. "I had my limit and that wasn't it. I knew Donnie (Hough) was either going to bail or get tired from saving it. He was riding hard to go that fast."

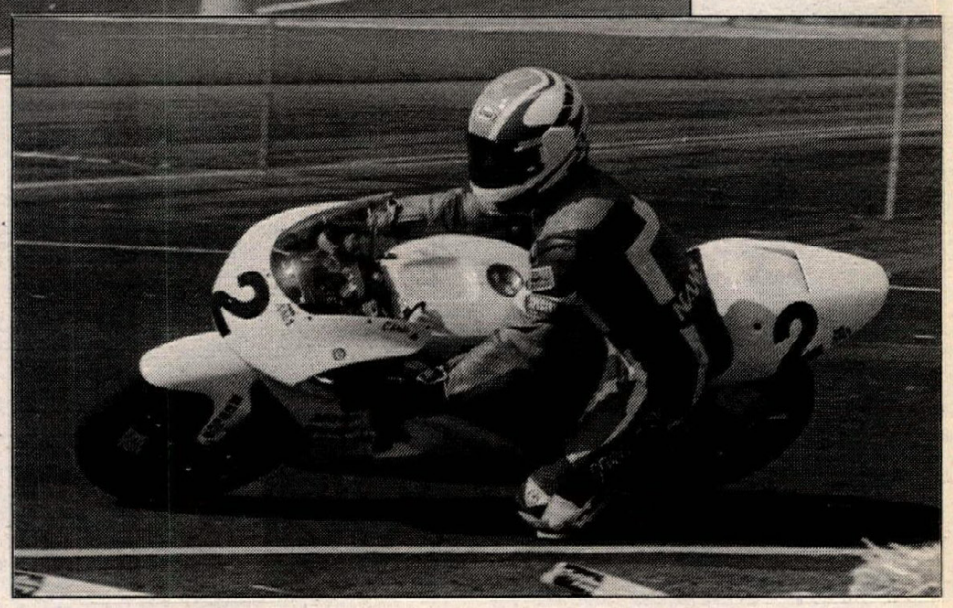
"I came very close to not riding," Oliver said. "The 250s would have taken the blame for the whole situation. We didn't tell them they should or shouldn't ride. It was up to the individual. This is the last time this will happen to us. The promoter did all he could. We have nothing against the promoter, the fans or the other riders who didn't race."

The two promoters of the race, Bill Marcel and Bob Bellino, stood at the bottom of the stairs from the winner's rostrum and shook the hands of the 250cc riders when they stepped from the podium.

"The crowd was a little less than we were hoping for," Bill Marcel said. "But that's the nature of promoters. Everything has to be right for next year to happen. We have to have industry support, adequate input or guidance as to what's required - to have a track next year that doesn't generate what happened this year. We appreciate what the riders did. They raced for Race West and the fans. We did what we could and they appreciated it - and that's a good relationship." CN







(Above) Rich Oliver easily won the 250cc Grand Prix class in Pomona. (Left) Don Hough (50) leads Danny Walker in their battle for second place. (Below) Chris D'Aluisio fought through to finish third after passing Hough late in the race.

Pomona Fairplex
Pomona, California
Results: April 10, 1994

250cc GP: 1. Rich Oliver (Yam); 2. Danny Walker (Yam); 3. Chris D'Aluisio (Apr); 4. Donald Hough (Yam); 5. Nick Ienatsch (Yam); 6. Chris Taylor (Yam); 7. Chuck Sorenson (Yam); 8. Mike Sullivan (Yam); 9. Geep Terranova (Yam); 10. Christopher Rankin (Yam); 11. Mark McDonald (Yam); 12. Jason Paden (Yam); 13. Aaron Turner (Yam); 14. Bill Quinn (Yam); 15. Greg Esser (Yam); 16. Bobby Keith (Yam); 17. Poland Sands (Yam); 18. Bruce Lind (Yam); 19. Leon Cortes (Yam); 20. Bill Borselli (Yam); 21. Don Grivalva (Yam); 22. Frank Aragaki (Yam); 23. Warren Dunaway (Yam); 24. Billy Dalu (Yam); 25. Takahito Mori (Hon).
Time: 32 minutes, 36.932 seconds.
Distance: 23 laps, 48.3 miles.
Average speed: 88.853 mph.
Margin of victory: 11.248 seconds.
AMA 250cc GRAND PRIX C'SHIP POINT STANDINGS (After 3 of 10 rounds): 1. Rich Oliver (102/2 wins); 2. Danny Walker (84); 3. (TIE) Donald Hough/Nick Ienatsch (77); 5. Chuck Sorenson (71); 6. Mike Sullivan (68); 7. Chris D'Alusio (58); 8. Bill Quinn (53); 9. Chris Taylor (50); 10. Christopher Rankin (49); 11. Geep Terranova (48); 12. (TIE) Greg Esser/Aaron Turner (47); 14. (TIE) Al Salaverria /Jason Paden (46); 16. Mark McDonald (36); 17. Jimmy Filice (35/1); 18. Michael Barnes (30); 19. Bruce Lind (28); 20. Bobby Keith (26).

Jamie James (11) and Mike Hale (23) battled in the 600cc Supersport race.

James wins a wild one

By Donn Maeda
Photo by Joe Bonello

POMONA, CA, APR. 10

Before the green flag waved at the start of the 600cc Supersport race at the Pomona Fairplex course, Team Vance & Hines Yamaha rider Jamie James had planned to play it safe. And who could blame him? After all, James was one of the primary riders who opposed the rough and inconsistent track conditions that the makeshift parking-lot course presented, and after boycotting the previous days' practice sessions, James' track time preceding the race was minimal. But as the saying goes, when the green flag dropped, the B.S. stopped. James threw his plans out the window and raced away with his first 600cc race win of the season. "I was worried that would happen," said James with a laugh after all was said and done. "I wanted to play it safe, but hell, I'm a racer. Something just happens when you pull your helmet on."

But not all was peaches and cream for the personable Louisianan. Only five laps into the 23-lap contest, James had a close encounter with a lapper while in the lead. The two riders made contact, resulting in disaster for the slower rider, John Tanner. While James stayed upright, Tanner was sent crashing to the ground, only to be run over by second-placed Steve Crevier. The Muzzy Kawasaki pilot ran over the downed rider and was promptly ejected over the handlebars. Unhurt, Crevier was able to make the restart, minus the windscreen that he rocketed through in crashing.

If Crevier was shaken, he barely showed it, as he managed to return to race speed as soon as the green flag dropped for the restart. After leading at various points, Crevier raced across the finish line a close second.

For Crevier, the crash marked the second time over the weekend that he hit the ground. During Saturday's practice session, Crevier crashed at the end of the front straight because of a malfunctioning front brake. "The track is so bumpy that the pads are backing out of the calipers," explained crew chief Rob Muzzy. "A fork brace would have fixed it, but we didn't have time. Steve just had to keep pumping the brake during the race." Crevier's teammate, Tripp Nobles, also suffered a similar crash in Sunday's practice session due to the brake problem. The Georgian's Kawasaki was wrecked in the crash and he didn't start the final.

Third place went to Smokin'' Joe's Honda rider Mike Hale, the dirt tracker/road racer turning in an impressive ride that saw him swap in and out of the lead position. In the end, a slight miscalculation left the likable Texan third. Fourth went to another dirt tracker, the ever-confident Larry Pegram, aboard the ex-Camel Honda CBR600. Pegram turned in what was arguably the most impressive charge, coming from as far back as 11th to finish a close fourth.

Missing from the front of the pack was Smokin' Joe's Honda rider Mike Smith, who was unable to come to terms with the track conditions and finished a distant eighth.

"I've never raced with a worse setup," Smith said. "The bumps just magnified it. I wanted to change fork springs after the red flag, but we didn't have time. We ended up changing the pre-load."

Throughout the race, the Georgian looked uncomfortable and failed to display the speed that carried him to wins in the previous two rounds. Smith's poor showing saw him slip from first to second in the series point standings, as Crevier took over the lead with his runner-up finish. Crevier, however, only enjoys a one-point advantage over Smith, 94-93. Race winner James is third with 89, two points ahead of Hale's 87.

James' victory was significant in two ways - the win marked the first-ever for the all-new Yamaha YZF600, and at the same time marked the factory's first 600cc class triumph since the late Larry Schwarzbach aced the class on that fateful day at Mid-Ohio in 1992. In the winner's circle, James dedicated his win to Schwarzbach, who he credited as not only being his teammate, but a good friend as well.

Since time trials were eliminated (see Superbike report sidebar), the 34-rider field was gridded according to the series point standings. Smith sat on the pole, with Crevier, Hale and Gerald Rothman Jr. to his right. James, Jon Cornwell (who sat out the race because of safety concerns), Jason Pridmore and Randy Renfrow made up row two. Pegram sat on row four. "If we'd had time trials, I would have been on the first row," said Pegram. "I was second fastest in practice. I have a lot of ground to make up."

Crevier was the fastest off the line at the start and led Hale, James and Renfrow through turn one. Hale was quick to strike, and out-braked Crevier as they entered a tight right hander following a long, fast straight. Crevier struck back on the next lap, but both riders were surprised on lap three when James stormed past both of them and into the lead. Rothman joined the fun and passed Hale, then made things even more exciting when he clipped one of the small plastic turn markers in the last corner. The bright orange marker went flying and glanced off Hale's machine before coming to rest in the middle of the racing line. "I saw it coming, but it happened too quickly to scare me," said Hale, who went on to repass Rothman for third in the following corner.

On lap five, James came up on Tanner and the two crashed into each other in the far section of the course. "It was an instantaneous decision that I had to make," said James. "I dove to the inside, and I couldn't believe that he came down from all the way up on the yellow stripe and into me."

Tanner hit the ground and a split second later was hit by Crevier. "I saw it happen, and I think that I would have done things differently," said Crevier. "Jamie's a hard-nosed guy - a fighter - and he went for it. I probably could have avoided Tanner, but I panicked and hit the brakes. I tagged his head, then rode over his shoulder. I threw it away after that, but I got up real quick and got my bike off of the track. After that I figured that my race was over, so I tended to Tanner to make sure he was okay. Then they red flagged the race and I got back on my bike. The top of the front brake master cylinder was broken off, so I rode back to the pits with only my rear brake."

The Muzzy Kawasaki crew quickly replaced Crevier's master cylinder, but were unable to fit another windscreen. Instead, the jagged remains were taped up and Crevier staged without a shield. "I don't think the lack of a windshield hurt me; what screwed me up was knowing that my bike was tweaked," said Crevier.

James returned to the front of the pack on the restart, but it was Hale who once again performed a fancy pass on the opening circuit. James tailed Hale for only a few turns before taking over the lead. Soon Jamie Bowman, Rothman, Crevier, Jason Pridmore and Pegram joined in the battle for supremacy. James led the majority of the next few laps, but Crevier began to look more and more comfortable with each passing circuit. The Canadian latched on to the rear of Hale's Honda and, along with leader James, the three riders began to pull away from the rest of the pack.

While the top three riders argued over the lead, a heated battle waged over fourth. One by one, Pegram picked off his competitors before gaining full control of the position. "I had to start a ways back, but I just took my time and picked guys off," said Pegram. "I was able to make up the majority of my time by out-braking the others into the turns."

Up front, Crevier out-braked James and Hale at the end of a fast straight and took over the point, but only a few turns later, found himself out of the lead and off the course.

"I mis-counted my shifts," said Crevier. "I had been going into the chicane in fifth and downshifting into second, but I was only in fourth that lap and downshifted into first! My rear end started to hop all over and I wasn't able to get it under control in time."

Crevier wove through the hay bales with the deftness of a slalom skier and reentered the track in third, behind James and Hale. Two laps later, Hale made a crucial mistake while breathing down James' leathers. "I was setting myself up to pass James on the inside of turn four, and my bike hit a false neutral and I went way wide," said Hale.

Crevier was quick to capitalize on Hale's slip up and motored into second. Hale recovered quickly, latching on to the rear of Crevier's Kawasaki. From there the top three positions were set, and James raced home with a 3.381-second advantage over Crevier. Hale crossed the line only three bike lengths behind Crevier, while Pegram managed to close in on the lead trio and followed three seconds later.

"Those guys rode a smart race - although I'm not sure how smart it was to hand it out on a course like this," said James. "When Crevier passed me near the end, he was just willing to go a little faster than I was at the time. I felt that I could have picked it up a bit, but then I didn't have to because he flew off the course."

Rothman, Pridmore, Bowman, Smith, Renfrow and Robert Wright filled the top 10 at a distance, all running more or less alone. CN

Pomona Fairplex
Pomona, California
Results: April 10, 1994

600cc SUPERSPORT FINAL: 1. Jamie James (Yam); 2. Steve Crevier (Kaw); 3. Mike Hale (Hon); 4. Larry Pegram (Hon); 5. Gerald Rothman Jr. (Kaw); 6. Jason Pridmore (Yam); 7. Jamie Bowman (Hon); 8. Mike Smith (Hon); 9. Randy Renfrow (Hon); 10. Robert Wright (Kaw); 11. David Estok (Hon); 12. Geep Terranova (Hon); 13. Dale Kieffer (Hon); 14. Todd Harrington (Hon); 15. Stu Morrison (Hon); 16. Mike Murphy (Hon); 17. Hikaru Miyagi (Hon); 18. Marcus Hubbard (Suz); 19. Paul Sloan (Hon); 20. Rad Greaves (Hon); 21. James Milroy Jr. (Kaw); 22. Lee Jonston (Hon); 23. John Hilton (Hon); 24. Robert Fletcher (Hon); 25. Dave Rosno (Kaw); 26. Dylon Husband (Kaw); 27. Dax Snow (Suz); 28. Ronnie Johnson (Yam); 29. Akiharu Shigeno (Hon); 30. Gary Crandall (Kaw); 31. Leo Johnston (Hon); 32. Akihiko Kobashi (Hon); 33. John Tanner (Hon); 34. Anthony Lupo (Kaw).
Time: n/a due to red flag.
Distance: 23 laps, 48.3 miles.
Average Speed: n/a due to red flag.
Margin of victory: 3.381 seconds.
AMA 600cc SUPERSPORT C'SHIP SERIES POINT STANDINGS (After 3 of 10 rounds): 1. Steve Crevier (94); 2. Mike Smith (93/2wins); 3. Jamie James (89/1); 4. Mike Hale (87); 5. Gerald Rothman Jr. (82); 6. Jason Pridmore (68); 7. Randy Renfrow (60); 8. Jamie Bowman (58); 9. (TIE) Robert Wright/ David Estok (56); 11. Larry Pegram (53); 12. Geep Terranova (48); 13. John Cornwell (46); 14. Mike Murphy (331); 15. Stu Morrison (29); 16. Mike Barnes (26); 17. (TIE) James Milroy Jr./ Jim Leslie (24); 19. Andrew Milton (23); 20. (TIE) Colin Edwards II/ Tripp Nobles (22).

Upcoming Rounds
Round 4: Monterey, California - May 22
Round 5: Elkhart Lake, Wisconsin - June 12

AMA/CCS 750cc Supersport Series

Round 3: Pomona Fairplex

Turk stops Rothman

By Paul Carruthers

POMONA, CA, APR. 9

For a brief instant, the 750cc Supersport final at the Pomona Fairplex appeared to be a carbon copy of the race held two weeks earlier at Phoenix International Raceway when Britt Turkington led on the final lap, only to have Gerald Rothman Jr. draft past at the finish line to steal the victory. This time, though, Turkington was able to turn the tables to take his second win of the three-race-old season.

Turkington led for the entire 23 laps on the 2.1-mile race track situated in the parking lot of the Pomona Fairplex, the home of the Los Angeles County Fair, only to have Rothman dive past in the final corner. But while Rothman's entry speed forced him to exit wide, Turkington got the Yoshimura Suzuki GSXR750 turned quickly enough to run back under the privateer, beating the Kawasaki-mounted New Englander to the flag by a scant .246-of-a-second.

Even though he wasn't a factor in the battle for victory, the hero of the race was Kinko's-sponsored Jason Pridmore. The Californian crashed on the second lap while running in third place after losing the front end in the hairpin at the end of the back straight. He quickly remounted, but had lost several positions and was out of the top 10 at the end of the fourth lap. Then he went on a mission. Sans the exhaust canister on his Yamaha YZF750, Pridmore fought through until he finally caught the foursome battling for third

place - a group that included Mark McDaniel, James Randolph, Thomas Wilson and Tom Kipp. On the 16th lap Pridmore moved into fifth, and a lap later he was up to third. Though he couldn't get close enough to challenge the lead duo, his ride was impressive nonetheless.

The Suzukis of Team Suzuki Sport-backed McDaniel and Randolph filled out the top five, with Wilson and his Kinko's Yamaha getting the best of Yoshimura Suzuki's Kipp. TBR Racing's Robert Wright, Team Suzuki Sport's Aaron Yates and Valvoline Suzuki's David Stanton completed the top 10. At the end of the day, however, the AMA disqualified McDaniel from his fourth-place finish when they discovered an "equipment violation" during post-race teardowns. The Santa Rosa, California, rider has appealed the disqualification, making all results unofficial.

Turkington's win moved him into the championship points lead. The Texan's 102 points leads Rothman's 97 points. Pridmore is third in the championship standings with 90 points. Muzzy Kawasaki's Fred Merkel dropped all the way back to seventh after crashing out of the race on the opening lap after being hit by Pridmore.

The race started under cloudy skies on a race track that had come under harsh critiscm and was nearly boycotted, with Turkington leading the way down the front straightaway and into the left-hand turn one.

At the end of the first lap, Turkington led Rothman, with the pair already slightly clear of the pack that included Pridmore, Kipp, Randolph, and McDaniel. By this time Merkel was already out, crashing and riding the bike back to the pits.

"Pridmore took me out," Merkel said later.

"Fred hit me, but it was my fault," Pridmore admitted. "I hit a hay bale and it jerked the bike from underneath me. I felt him hit me. It was right under the tunnel."

On the third lap, Pridmore crashed by himself in turn seven as he charged to catch the lead duo: "I just lost the front end," the Californian said. "It was just real easy. I made sure my brake levers were there and started charging. It shows how good the Yamaha works - it wouldn't let me stop riding it. For the first three laps I was just looking down to see if it was okay. I just kept charging after that."

And what a charge it was. Pridmore was eighth when he finally got back on track. Like he said, his run to the front started slowly as he made sure things were in order. He stayed in eighth for a few laps, moved to seventh and then started eating away at those in front of him. On the 16th of the 23 laps, Pridmore moved in behind the group fighting over third. On lap 17 he was up to fifth and a lap later he was third. Though he was able to close on the leading duo, there wasn't time to challenge for the win.

Meanwhile, Turkington continued to lead Rothman; the New Englander staying close but never passing. It all came down to the final corner. Rothman charged in hard and rode around Turkington, but his speed forced him to run wide, allowing Turkington to come back underneath to take the victory.

"I thought, 'Should I guard the inside and risk getting a bad drive, or just concentrate on getting a good drive out?' I chose the latter and gave him the outside. The only problem was figuring out how far you can lean it over with the bumps. The front wheel is in the air as much as it's on the ground. I'd have hit the bridge three times if it had been there today."

"I went for it," Rothman said. "He slowed down and squared it off. I knew he was coming back under me. There were only two corners where I thought I had a chance of passing him - the braking corners at the end of the straights. I didn't have that opportunity and there was only one more corner. I figured I might as well try because there's so much run-off there." CN

Pomona Fairplex
Pomona, California
Unofficial Results: April 9, 1994

750cc SS FINAL: 1. Britt Turkington (Suz); 2. Gerald Rothman Jr. (Kaw); 3. Jason Pridmore (Yam); 4. Mark McDaniel (Suz); 5. James Randolph (Suz); 6. Thomas Wilson (Yam); 7. Tom Kipp (Suz); 8. Robert Wright (Kaw); 9. Aaron Yates (Suz); 10. David Stanton (Suz); 11. Aaron Lanningham (Kaw); 12. David Roy (Kaw); 13. Jacques Guenette Jr. (Suz); 14. Steve Cottrell (Suz); 15. Gary Lenzmeimer (Yam); 16. Dean Mizdal (Yam); 17. Leo Johnston (Hon); 18. Dax Snow (Suz); 19. Brad Morehouse (Yam); 20. Steven Myers (Suz); 21. Dylon Husband (Kaw); 22. Matt Cusumano (Suz); 23. Koral Vaughn (Suz); 24. Hikaru Miyagi (Hon); 25. David Estok (Hon); 26. John Jacob (Yam); 27. Lee Johnston (Hon); 28. Craig Arcuri (Yam); 29. Dennie Burke (Suz); 30. Mike Krynock (Kaw); 31. Dave Rosno (Kaw); 32. Robert Fletcher (Hon); 33. Tripp Nobles (Kaw); 34. Randy Renfrow (Hon); 35. Dan Shrum (Kaw); 36. Brad Stephens (Suz); 37. Fred Merkel (Kaw); 38. Anthony Lupo (Suz); 39. Owen Weichel (Hon); 40. Mark Miller (Kaw); 41. Jim Leslie (Kaw); 42. Franco Stefani (Kaw).
Time: 33 min., 54.910 sec.
Distance: 23 laps, 48.3 miles.
Average Speed: 85.448 mph.
Margin of Victory: 0.246 sec.

Upcoming rounds
Round 4: Monterey, California - May 22
Round 5: Elkhart Lake, Wisconsin - June 12

AMA/CCS Harley-Davidson Twin Sport Series

Round 3: Pomona Fairplex

The third time's the charm for Higbee

By Donn Maeda
Photo by Joe Bonello

POMONA, CA, APR. 10

To some racers, second-place isn't much better than last. Tired of the big number two on his bike, and tired of finishing second to three-time class champion Scott Zampach, Bartels' Harley-Davidson rider Shawn Higbee finally put it all together and scored his first win of the season at the Pomona Fairplex. "I've finished second to Scott at the first two races this year, and I figured that it was time to make a change," said Higbee. "We had a great race out there, and I'm proud to have come out on top."

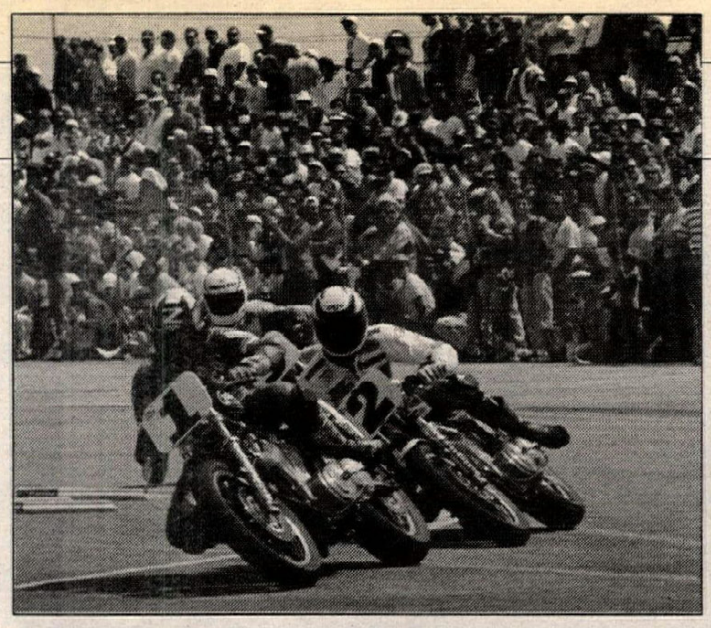
A great race, indeed. Once again, the series top-three ranked riders took to the head of the pack from the get-go, and Zampach, Higbee and Shawn Fenwick waged their own personal battle for the lead throughout the 12-lap event. Zampach and Higbee traded the lead numerous times in the closing stages of the race while Fenwick faded off the pace. In the end, it was Higbee who won by only a matter of a few inches.

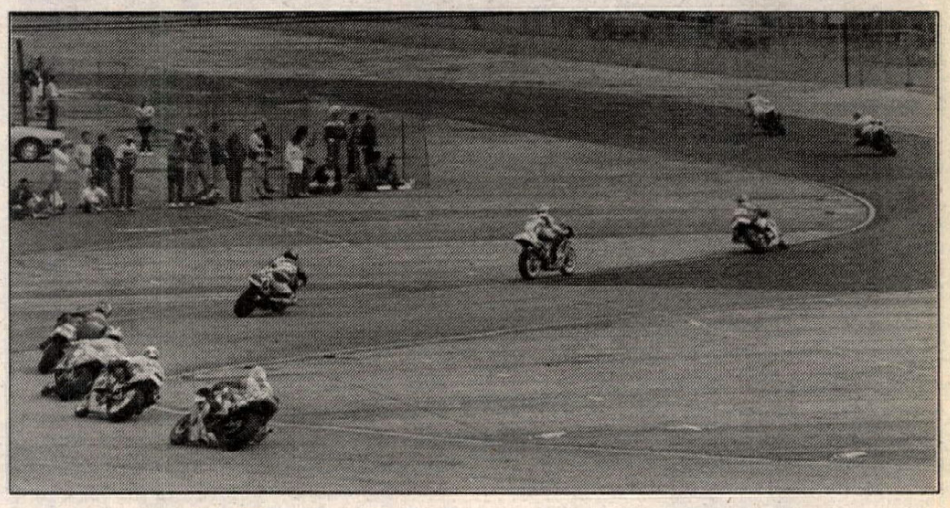
"Shawn rode a hell of a race," said Zampach. "We didn't have the bike quite dialed in because of the lack of track time, and we were a little undergeared coming out of the corners. I could pass Shawn coming into the turns, but he would smoke me coming out."

Fenwick held on to third, despite a late-race charge from fourth-placed Billy Graef.

Zampach maintained his series point lead, but Higbee's win allowed him to close within three points of Zampach, 99-102. Fenwick sits in a solid third with 90.

A collective sigh arose from the crowd at the start of the race when Zampach put his Don Tilley-tuned Harley-Davidson into the lead, as many expected the champion to run away with his third win of the series. Higbee had other intentions, however, and latched onto the rear of Zampach's machine. Fenwick tagged along in third, while Ronald McGill and Don Greene followed close behind.





(Left) In Harley-Davidson TwinSports action, Shawn Higbee (2) dealt three-time champion Scott Zampach (1) his first defeat of the season. (Below) The 750cc Supersport class takes to the course that wound through the Pomona Fairplex parking lot.

Higbee made his first move on the opening lap, and led the first charge across the finish line. Zampach struck back quickly, though, setting the stage for a race-long duel between the two. Fenwick joined Zampach and Higbee as they pulled away from the rest of the field, but was not able to find the extra drive to challenge either rider.

"I did my best to hand in there with those two," said Hal's Harley-Davidson-sponsored Fenwick. "But I made a couple little mistakes and lost touch with their draft. After that I settled into a comfortable pace and waited for the finish."

Slowly but surely, Zampach and Higbee began to distance themselves from Fenwick, who early in the race ran equally alone in third. Some distance behind Fenwick, Billy Graef, Aaron Yates and Ronald McGill battled over fourth. Making a credible charge through the field after a horrible start was dirt tracker Matt Wait, aboard the Modesto Harley-Davidson machine. Wait held down seventh.

Meanwhile up front, Zampach and Higbee continued to swap the lead back and forth - Higbee's strength was exiting the corners, Zampach's was coming in to them.

"I think I may have had some power on Scott," said Higbee. "I could gain on him as we exited the turns."

As the race came to a close, it was Higbee who performed the final pass and led the charge past the white flag. On the final lap, Higbee seemed to swerve a bit as he raced down the fast straight that followed turn six, preventing Zampach from pulling alongside him and diving deeper into turn seven.

"Scott had passed me there a few times during the race, and I wanted to make sure that he didn't get me on the final lap," said Higbee.

His strategy foiled, Zampach was forced to follow his rival home in second. Higbee raced across the finish line with a scant .393 second lead.

Fenwick crossed the finish line fourth, some eight second later, with Graef, Yates and McGill breathing down his neck.

"I was just riding around, and suddenly I looked and they were right behind me," said Fenwick. "I had to kick up the pace at the end."

"We didn't have a whole lot of time to get the bike set up because of the lack of practice time," said Zampach. "We still have the same tires on the bike that we won Pheonix with! We could have used another tooth on the rear sprocket to help get me out of the turns better - I'd outbrake Shawn, but when we came out of the turn my bike would just go 'booaahh' and fall on its face." CN

Pomona Fairplex
Pomona, California
Results: April 10, 1994

H-D TWIN SPORT FINAL: 1. Shawn Higbee; 2. Scott Zampach; 3. Andy Fenwick; 4. Billy Graef; 5. Aaron Yates; 6. Ronald McGill; 7. Matt Wait; 8. Chuck Blackmon; 9. Shawn McNary; 10. Dean Mizdal; 11. Brian Kohl; 12. Ben Bostrom; 13. Robert Cunnington; 14. Rick Hutchins; 15. Jim Whittaker; 16. Pete Demas; 17. Jeff Harding; 18. Walt Dorsch; 19. Joe Winston; 20. Don Greene; 21. Matthew Guidera.
Time: 18 minutes, 45.281 seconds.
Distance: 12 laps, 25.2 miles.
Average speed: 80.620 mph.
Margin of victory: .393 seconds.
AMA CCS H-D TWIN SPORTS C'SHIPS SERIES POINT STANDINGS (After 3 of 10 rounds): 1. Scott Zampach (102/2 wins); 2. Shawn Higbee (99/1); 3. Andy Fenwick (90); 4. Matt Wait (72); 5. Billy Graef (69); 6. Shawn McNary (63); 7. Don Greene (56); 8. Jim Whitaker (55); 9. Ronald McGill (49); 10. Robert Cunnington (46); 11. Chuck Blackmon (45); 12. (TIE) Dean Mizdal/ Joe Winston (44); 14. Rick Hutchins (43); 15. Ben Bostrom (38); 16. Brian Kohl (33); 17. Danny Roberts (32); 18. Matthew Guidera (28); 19. (TIE) Aaron Yates/ Dick Koehler (26).

Upcoming Rounds
Round 4: Monterey, California - May 22
Round 5: Elkhart Lake, Wisconsin - June 12

AMA/CCS EBC Brakes Unlimited Team Challenge

Round 3: Pomona Fairplex

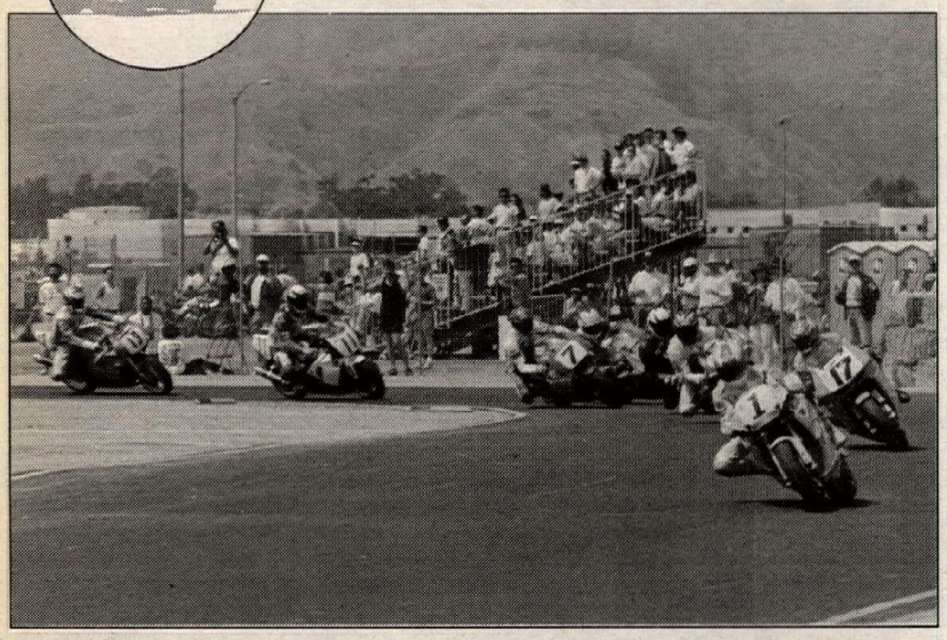
Gray saves Dutchman's day

By Donn Maeda
Photo by Joe Bonello

POMONA, CA, APR. 10

Things looked bleak for Scott Gray as he took the Dutchman Racing Yamaha FZR1000 from his teammate

Round 3: Pomona Fairplex



Erion Racing (1) led Kawasaki Muzzy (17) early in the one-hour EBC Brakes UTC.

David Deveau. During the first 40 minutes of the hour-long Unlimited Team Challenge, defending class champion Erion Racing had led the majority of the laps and looked to be well on their way to their second win in a row, while the Fastline MCM Suzuki team and Rob Muzzy's Kawasaki squad kept them honest. Though Deveau had ridden his pants off, Gray found himself in fourth place - and 48 seconds out of the lead - when he took to the track for the final 20 minutes of racing. "I figured that we were out of it," said Gray. "I went out there with the intention of having a good time."

And what a good time it was. From the moment he took to the track, Gray began to chip away at the distance between himself and his rivals. With five minutes left in the race, he found himself only four seconds out of the hunt. "When I saw my pit board that said only minus four, I really got on the stick," said Gray.

In those last five minutes of the race - perhaps the only five that featured any action at all - the girthy rider overtook all three of the teams that led him and raced the Dutchman Racing Yamaha across the finish line with 5.013 seconds to spare. After leading the majority of the laps, the shocked Erion Racing team of Michael Barnes and Christian Gardner were further miffed when the Fastline MCM Suzuki of Jacques Guenette Jr. and Tommy Lynch nipped them for second, only inches before the finish line.

Along with what was arguably their sweetest - and most unexpected - win, Dutchman Racing also inherited the series points lead. Dutchman has 97 points, four better than Erion Racing and Team Kawasaki Muzzy, who sit in a tie for second with 93.

"This was definitely one of our most exciting wins," said Team Manager David Schlosser, "and it almost seems fitting - this marks the team's 40th career race win."

The bright orange, white and black Erion Racing Honda CBR900 leapt into the lead at the start of the 60-minute contest with Barnes at the controls. "Tiger" Sohwa chased after him aboard the Muzzy Kawasaki, while Guenette had the Fastline MCM Suzuki in a solid third. By only the fourth lap, Barnes and Sohwa had managed to inch away from Guenette, who had, in turn, put quite some distance between himself and the rest of the field.

Nearly 10 seconds behind, Deveau held down fourth over Blackhawk Racing's Shawn Higbee and Anderson/Dynamic's Brad Hazen. "We sort of did the opposite of what the other teams were doing," explained Deveau. "Everyone else put their fast guys on the bike first, hoping that they would get a big enough lead for the slower guy to hold on to. We put our slower guy - me - on first." Humble as he is, Deveau nonetheless managed to break free of the others and held a firm grip on fourth as the race wore on.

Up front, Sohwa shadowed Barnes' every move, but was unable to make a pass stick. Early in the race, the Japanese rider drafted into the lead coming out of the final turn, but his moment in the lead was short-lived as Barnes raced back past him a few turns later.

"This weekend was tough," said Barnes. "We had very limited setup time, and what we had wasn't as great as it could have been. Still, I was able to go fast on it and stay out front."

Though he began to look more and more comfortable as the race wore on, Guenette was unable to close the gap on the leading duo. "I got more used to the track as I got more laps on it, and I think I was able to reach my top speed near the end of my session," said Guenette. "I just needed more time on the race track."

Sohwa was the first of the top four riders to pit, and did so at the 35-minute mark. The Muzzy crew added a splash of gas, and team rider Tripp Nobles took over. Nobles raced onto the track in third, only a matter of feet behind Guenette. Two laps later, Deveau raced into the pits and handed off to Gray. The Northern Californian took to the track in fifth, as the Team America entry of Michael Kraft and Andy Deatherage momentarily moved into fourth.

Erion Racing was the next to race down pit row and, after taking the bike from Barnes, Gardner returned to the track in second. For the first time in the race Guenette enjoyed the lead, but knew that the Fastline MCM team would most likely lose it during their upcoming pit stop. Sure enough, Erion Racing rode back into the lead at the 40-minute mark as Guenette handed off to teammate Lynch.

With 20 minutes to go, Gardner enjoyed a two-second lead over Lynch. Nobles circulated the track a few seconds behind, while fourth-placed Gray silently gobbled up the distance between himself and the leaders.

"I was just having fun, and I didn't realize that I was going as fast as I was," said Gray.

Nobles fell victim to Gray's charge with six minutes to go, and only a minute later Gray found himself within four seconds of the lead duo of Gardner and Lynch. Rejuvenated by the sight of the leaders, Gray proceeded to go even faster than he had been, and on the next-to-last lap managed to catch their draft. Gray put his head down and out-braked both of his rivals going into turn seven. Almost immediately, Gray jetted out with a slight lead - Gardner and Lynch were absolutely stunned.

"The whole time I was out there I just kept looking at that number one bike, thinking, 'All I have to do is pass him; all I have to do is pass him,'" said Lynch. "Then all of a sudden Scott comes along. I wasn't expecting it at all - they were so far behind - but lo and behold, he caught us."

Lynch put his surprise out of his mind quickly, however, and refocused on the task at hand. After latching onto the tail section of Gardner's machine, Lynch performed a picture-perfect draft pass only inches before the finish line to capture second. A twice-surprised Gardner was third, while Nobles brought the Muzzy Kawasaki home fourth at a distance.

"A few of the guys were teasing me earlier today because I put on, oh, maybe about three pounds over the winter," joked Gray. "They say that because of my weight the bike stays in line in the corners better. Whatever it was, I had a great time." CN

Pomona Fairplex
Pomona, California
Results: April 10, 1994

EBC BRAKES UNLIMITED TEAM CHALLENGE: 1. Dutchman Racing (Yam); 2. Fastline MCM Suzuki (Suz); 3. Erion Racing (Hon); 4. Team Kawasaki/Muzzy (Kaw); 5. Team America (Kaw); 6. H.I. Racing (Hon); 7. Sportsland of Laramie (Yam); 8. Blackhawk Racing (Yam); 9. Anderson/Dynamic Racing (Yam); 10. Northwest Racing (Hon); 11. Keystone/Northstar (Yam); 12. New Tech Racing (Hon); 13. Team Racelaw (Hon); 14. Circling Dog Racing (Suz); 15. Team Hostle (Suz); 16. Stevens Racing (Suz); 17. Team Attack (Yam); 18. Team Yoshimura (Suz).
Time: 1 hour, 21.630 seconds.
Distance: 41 laps, 86.1 miles.
Average speed: 85.596 mph.
Margin of victory: 5.013 seconds.
EBC RAKES UNLIMITED TEAM CHALLENGE C'SHIP POINT STANDINGS (After 3 of 11 rounds): 1. Dutchman Racing (97/1 ins); 2. (TIE) Erion Racing/Team Kawasaki Muzzy (93/1 win each); 4. Fastline MCM Suzuki (92); 5. Blackhawk Racing (71); 6. Sportsland of Laramie Racding (70); 7. Anderson Dynamic Racing (66); 8. Keystone Northstar (62); 9. New Tech Racing (61); 10. Team America (56); 11. H.I. Racing (51); 12. Northwest Racing (51); 13. Team Racelaw (36); 14. Team Attack (29); 15. (TIE) K.W.S. Motorsports/Team Yoshimura (26); 17. Dyno Jet Racing (24); 18. Vance & Hines II (22); 19. Vance & Hines I (21); 20. TBR Racing (19).

Upcoming Rounds
Round 4: Monterey, California - May 22
Round 5: Elkhart Lake, Wisconsin - June 12

AMA/CCS Middleweight Team Challenge Series

Round 3: Pomona Fairplex

Moto Liberty/Honda rides the wind

By Donn Maeda

POMONA, CA, APR. 9

Doug Carmichael had high hopes when he handed off the Moto Liberty/Honda CBR600 to his Japanese teammate Takahito Mori during the Middleweight Team Challenge at the Pomona Fairplex. After running as high as second in the early stages of the hour-long race, Carmichael had faded to a distant fourth before giving way to his hard-charging counterpart. "I just rode smart, hoping to get some points out there in the bumps," said Carmichael. "I wasn't very comfortable out there, and that was about as fast as I wanted to go."

While Carmichael's better sense of judgment prevented him from pushing himself to his limits, Mori threw caution to the wind and ran down the leaders on the bump-laden 2.1-mile course. "He's a little wild," said Carmichael, after handing off. "Watch him go."

And boy, did Mori go. After taking over at the 23-minute mark, Mori ran down all of his rivals and went on to enjoy a 16.471-second margin of victory. "I thought I could win," said Mori of his feelings when he took to the saddle. "The track was okay."

Though there was no questioning Mori's speed, the Moto Liberty/Honda team was undoubtedly aided by a crucial mistake made by the Team Technology duo of Jamie Bowman and Craig Arcuri. Thanks to some fancy riding on the opening lap, Bowman overcame a last-row start and gained control of the race before the start of lap two. Slowly but surely, Bowman stretched the team's lead with each passing lap and at the 40-minute mark enjoyed a seemingly insurmountable 23-second lead. The problem, however, was that Bowman failed to make the mandatory hand off to Arcuri before the 40-minute mark and the team was subsequently penalized by 20 seconds when they finally made their pit stop. "I don't normally compete in these endurance races," explained Bowman. "We put this team together at the last minute so that I could get some track time for tomorrow's races. I went out there with the intention of getting in as many laps as I could on the gas I had."

After he had ridden four minutes longer than the acceptable 40-minutes, Bowman received the black flag and pitted on the 27th lap. The Team Technology crew gassed up the Honda CBR600 quickly, but Arcuri was forced by AMA officials to wait 20 seconds before he was allowed to take to the racetrack. Arcuri rejoined the race a close second behind new leaders H.I. Racing 2, but neither team would be able to fend off the late-race charge by Moto Liberty's Mori. The H.I. Racing 2 squad of John Hilton and Dale Keiffer greeted the checkered flag in second, while the somewhat confused Team Technology duo salvaged third.

But what about series points leaders Scott Zampach and Shawn Higbee on the AGV Sports Group Honda? The pair of Harley-regulars raced home fourth to maintain their point lead, enjoying a 19-point advantage over the Jicarilla Apache Race Team and Moto Liberty, who sit in a tie for second. AGV Sports Group has 95 points; the others have 76.

A rather thin field lined up under cloudy skies at the start of the race, as only 16 teams filled the starting grid. The number-one bike of Moto Liberty/Honda sat on row one, while the Team Technology and H.I. Racing 2 entries sat on the fourth, and final row. Carmichael jumped into the early lead, but a large traffic jam in the first few turns saw some fancy moves by most of the riders.

"Someone wheelied off the line, then a Harley rider stalled his bike," said Zampach, who gridded on row three and suffered a dismal start.

Making his way through the congestion with ease, however, was Bowman. The lanky rider zipped through the field and into the lead on the opening circuit and led Carmichael, Kiyo Watanabe Racing's Don Greene, Rad Greaves of the Jacarilla Apache Race Team, Northwest Racing's Joe Kemper, and Keiffer. Zampach was ninth.

Bowman broke away from the field immediately, and by the fourth lap already enjoyed a five-second lead over Carmichael. Keiffer slithered through the pack and moved into third, while Zampach followed suit two places further back. Keiffer had an eye-opening moment early in the race: "I was coming through a right-hander that had a big dip in it as it turned into a left-hander," said Keiffer. "The front end went out from under me and I just about highsided!"

While Bowman continued to pull away, Keiffer shadowed Carmichael's

every move, waiting for an opening. "We didn't get to test the bike at all yesterday, so we didn't really have the suspension dialed in," said Carmichael. "It was close - good enough - but I still didn't feel very comfortable out there."

Keiffer made the pass on Carmichael on the seventh circuit and immediately began to pull away from the uncomfortable racer. Zampach was the next to strike, and he dove underneath Carmichael as they raced into turn one on lap 11. "Scott and I bumped in one of the corners out there," said Carmichael. "I didn't really have the desire to race with him."

"Yeah, there's some bumps out there, but I've been practicing on my motocross bike all week," said Zampach. "But seriously, I don't think the track is at all as bad as some of the guys are saying. Fred Merkel was the worst. He said the track was totally unsafe before he even made a lap around it. Who does he think he is - Obi Wan Kenobi? Can he just stand on top of his box van and learn that the track is no good?"

Four laps later, Carmichael raced into the Moto Liberty pits and Mori took over. The Japanese racer rejoined the race in sixth, as the Kiyo Watanabe Racing and Two Friends teams raced by during their pit stop. Mori was back into fourth two laps later, though, when both teams pitted.

Zampach pulled in and handed off to Higbee at the 37-minute mark, and the team managed to re-enter the race without losing a position. The stop did allow Mori to close in, though, and the number-one machine zipped past Higbee and into third two laps later.

Just before the 40-minute mark, second-placed Keiffer pulled in and handed off to Hilton, and the H.I. Racing 2 maintained their position.

All hell broke loose a few minutes later when the finish-line flagman held out a black flag for the number 24 bike with Bowman. "I have no idea when he's going to come in," said Arcuri, as he waited for his teammate to pit. Bowman finally pulled into the pits on the next lap to turn over the reins. After waiting out the team's penalty, Arcuri took to the race track just as Hilton raced past and into the lead. Mori followed eight seconds later, but was obviously faster than his rivals.

It took only a few laps for Mori to close the gap and muscle into the lead, and with 10 minutes to go he enjoyed a five-second lead over Hilton. Mori added to his advantage with each lap, and at the checkered flag led Hilton by nearly 17 seconds. Arcuri was another 15 seconds back, while Higbee brought the AGV Sports entry home eight seconds later. CN

Pomona Fairplex
Pomona, California
Results: April 9, 1994

MIDDLEWEIGHT TEAM CHALLENGE: 1. Moto Liberty/Honda (Hon); 2. H.I. Racing 2 (Hon); 3. Team Technology (Hon); 4. AGV Sports Group (Hon); 5. Jicarilla Apache Race Team (Hon); 6. Northwest Racing (Hon); 7. Kiyo Watanabe Racing (Hon); 8. Fast Bass Racing (Yam); 9. Hyvach/New Tech Cycle (Hon); 10. Amherst Motorsports (Hon); 11. Two Friends (Hon); 12. Evo Twin Racing (H-D); 13. Endeavor Racing (Yam); 14. Team Red Baron (Hon); 15. Team Desperado (Hon).
Time: 1 hour, 0.151 seconds.
Distance: 39 laps, 81.9 miles.
Average speed: n/a
Margin of victory: 16.471 seconds.
AMA/CCS MIDDLEWEIGHT TEAM CHALLENGE SERIES POINT STANDINGS: 1. AGV Sport Group (95/1 win): 2. (TIE) Jicarilla Apache Race Team/Moto Liberty Honda (2 wins) (76); 4. Hyvac/New Tech Cycle (73); 5. Kiyo Watanabe Racing (62); 6. Northwest Racing (61); 7. Amherst Motorsport (60); 8. Team Red Baron (43); 9. H.I. Racing 2 (32); 10. J.S. Racing (32); 11. (TIE) Team Technology/Loveland Motorsports Group (30); 13. Team Plunger (28); 14. TBR Racing (26); 15. (TIE) Mint Racing/Evo Twin Racing/Wolf Racing (24); 18. (TIE) Recycle Racing/Fast Bass Racing/Lancaster H-D Racing (23).

Upcoming Rounds
Round 4 - Monterey, California - May 22
Round 5 - Elkhart Lake, Wisconsin - June 12

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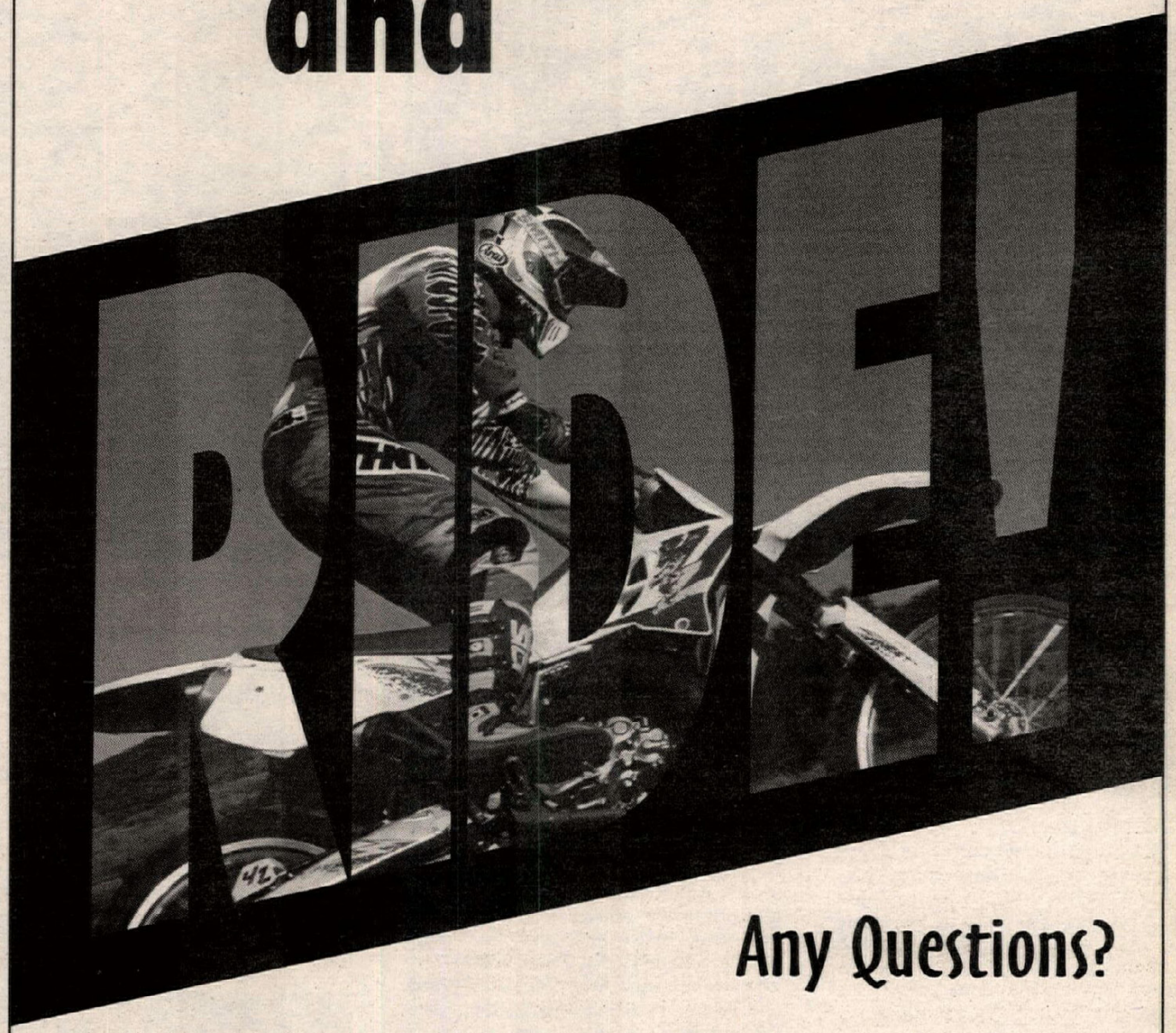

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McGrath does it again

By Kit Palmer
Photos by Kinney Jones

AUBURN HILLS, MI, APR. 9

It might have taken him every available lap in the evening's program to do it, but Team Honda/1-800-COLLECT's Jeremy McGrath recorded his seventh win of the 10-race-old Camel Supercross Series under the air-supported roof of the Pontiac Silverdome. And in doing so, McGrath's name will be written down in the record books as the first rider ever to win a main event after having to qualify for the feature race through a Last Chance Qualifier.

"Having to ride every lap tonight - I'm pretty tired," said McGrath, following his wire-to-wire victory in front of 47,524 spectators.

It was a long night for McGrath, and it all started in the first heat where he tangled with teammate Jeff Stanton and was forced to ride a semi. In the semi, the champ's problems continued when a rock lodged between his bike's rear brake pedal and the frame, causing the brake to stay in the on position. McGrath had to stop on the track and dislodge the rock with his hands. By the time he got going again, most of the field had passed. In both the heat and semi races, McGrath missed a transfer position by one place.

Then McGrath came out to race in the LCQ. This time, however, he won the race and qualified for the Coors Light Challenge feature in what was the second-to-last transfer of the night, giving him the next-to-last pick on the starting line for the main event. But despite having just about the least desirable gate on the line - on the far outside - McGrath pulled off a rare (for this season, at least) holeshot and rode like the McGrath of old.

"I put in my best six or seven laps, then paced myself the rest of the way - just like last year, "said McGrath. "I haven't been getting the starts like I used to. I want to get as good as I was last year. Things ended up good tonight and I'm happy."

Doug Henry, one of McGrath's three teammates, ran a distant and uneventful second - until the last couple of laps, that is. Things got a little crazy after a last-lap, three-way battle over second place developed involving Henry, Team Noleen/Sizzler Restaurants/Xtreme's Larry Ward and Team Kawasaki's Mike LaRocco. The three riders went into the very last turn of the race three-abreast and only one rider came out on two wheels - Ward. The Yamaha rider sailed across the finish line in second, while LaRocco got back on his bike quicker and beat out Henry for third. Completing the top five, after crashing on the first lap, was Team Kawasaki's Mike Kiedrowski.

"I couldn't ask for much more," said a happy Ward on the podium. "It's all mental; I'm feeling great this year and my bike is working awesome."

Moments after crossing the finish line, Ward received a giant bear hug from his team's owner, Clark Jones, who was perhaps the happiest person in Michigan Saturday night.

"This is great," said Jones. "Things are coming along; everybody's working hard and it's paying off. I couldn't be happier."

The only other person who might've been happier than Jones was Mike Brown, who won the race to the checkered flag in the 15-lap East Coast 125cc feature. The privateer from Tennessee, on a Jim's Motorcycle Sales/Pro-Circuit/Sinisalo-backed Honda CR125, led all but the first lap to score the first 125cc supercross win of his career. Brown was running second on the first lap when series points leader Ezra Lusk, of the factory-backed Suzuki team, crashed - for the second race in a row - in a section of whoops while out in front. Brown inherited the lead, fought off the advances of Suzuki's Jimmy Button, and held on for the win. Button gave Brown a run for his money until the Suzuki rider lost control of his bike and ran off the track. By the time Button had rejoined the race, Brown was long gone and there was no chance of catching the speedy privateer. Button ended up second, Lusk third, home state hero Jeff Curry fourth and Tim Ferry fifth.

(Above) Honda of Troy's Erik Kehoe (15) nailed the holeshot in the Coors Light Challenge feature, but Jeremy McGrath (1) had the lead two turns later. McGrath ran away from the pack to score his seventh win of the year, and the 17th of his career. (Below) Privateer Mike Brown, from Tennessee, scored his first-ever supercross win in the East Coast 125cc main event.

"I was a little worried with Button behind me," said Brown. "I just kept thinking, 'hold 'im off, hold 'im off and don't make any mistakes.' But he (Button) made a mistake and I got away."

This year's track at Pontiac featured the traditional and unique uphill-downhill section that runs into the grandstands, à la the Peristyle at the L.A. Coliseum. The Rich Winkler-built track featured a tough and generally well-liked layout, but deep, footpeg-dragging grooves developed all around the course due to the rain-saturated Michigan mud.

250cc

Ward racked up another holeshot in the first heat race, but it was Team Honda/1-800-COLLECT's Steve Lamson leading the way after the completion of the first lap. Lamson was undeniably the fastest rider on the track as he pulled out a sizeable lead over Ward, Yamaha rider Jeff Matiasevich, and Honda of Troy's Erik Kehoe.

Lamson made it look easy as he strolled to victory, but there was plenty of action behind him to keep the large and enthusiastic crowd happy. Kawasaki teammates Kiedrowski and LaRocco went at it for many laps until LaRocco broke free and set out after second-placed Matiasevich. Two laps from the finish, LaRocco dove underneath Matiasevich and grabbed second, making the final finishing order Lamson, LaRocco, Matiasevich, Kiedrowski and Team Yamaha's Mike Craig, who missed a direct transfer by one position. Suzuki's Damon Huffman finished sixth. Ward ended up seventh after experiencing bike problems, and Kehoe was eighth.

Team Yamaha's Jeff Emig blasted into the lead at the start of the second heat race but gave way to Team Honda/1-800-COLLECT's Henry a few turns later. Henry led the field for two laps before home-state hero Brian Swink, on a factory-backed Suzuki, came underneath Henry in a turn, forcing the Honda rider to chop the throttle. Swink swept by and led the remaining four laps to victory. Henry held on for second, while KTM's Cliff Palmer, and Team Noleen/Sizzler Restaurants/Xtreme's Kyle Lewis rounded out the top four.

Forced to ride in the semis were Honda teammates McGrath and Stanton. The two riders had taken themselves out on the first lap of their heat race when Stanton fell on top of McGrath in a turn.

"Swink was on the outside and Stanton was on the inside," said McGrath. "We touched a little bit and Stanton basically fell over on top of me."

McGrath worked his way as high as fifth and was challenging fourth place Lewis before losing the front end in the last turn, letting Stanton and Team Splitfire/Pro-Circuit/Kawasaki's Ryan Hughes by. Emig ended up eighth, after overshooting a berm and getting his bike trapped between two sections of the track on the fourth lap. Suzuki's Denny Stephenson was also an early front-runner before crashing and finishing 12th.

Ward, once again, put his Yamaha into the front of the pack at the start of the first 250cc semi, and took full advantage of his quick getaway to score a close win over Craig, who pressured the leader for most of the race. Finishing third after getting off to a seventh-place start was Suzuki's Huffman, one spot ahead of Yamaha rider Doug Dubach, who failed to finish his earlier heat race after crashing hard over a table-top jump. Kehoe landed fifth and a ticket to the feature.

Ryan Hughes led from start to finish in the second semi race, avoiding a tough battle for the second through fifth place positions, involving Emig, Suzuki rider Mike Jones, Team Noleen/Sizzler Restaurants/Xtreme's Larry Brooks and Stephenson. At one point, Brooks nearly landed his Yamaha atop Jones' Suzuki over a long triple jump. Positions changed drastically every lap, and as they crossed the finish-line jump for the last time in the semi, it was Emig taking second ahead of Stanton, Stephenson and Brooks. Finishing one spot out of a transfer was McGrath, who was running second after the first lap before getting a rock jammed in his rear brake lever assembly. McGrath had to stop and dislodge the rock and was passed by nearly the whole pack while doing so. McGrath re-entered the race and made a valiant but unsuccessful attempt to transfer, working his way up and finishing a wheel length behind Brooks.

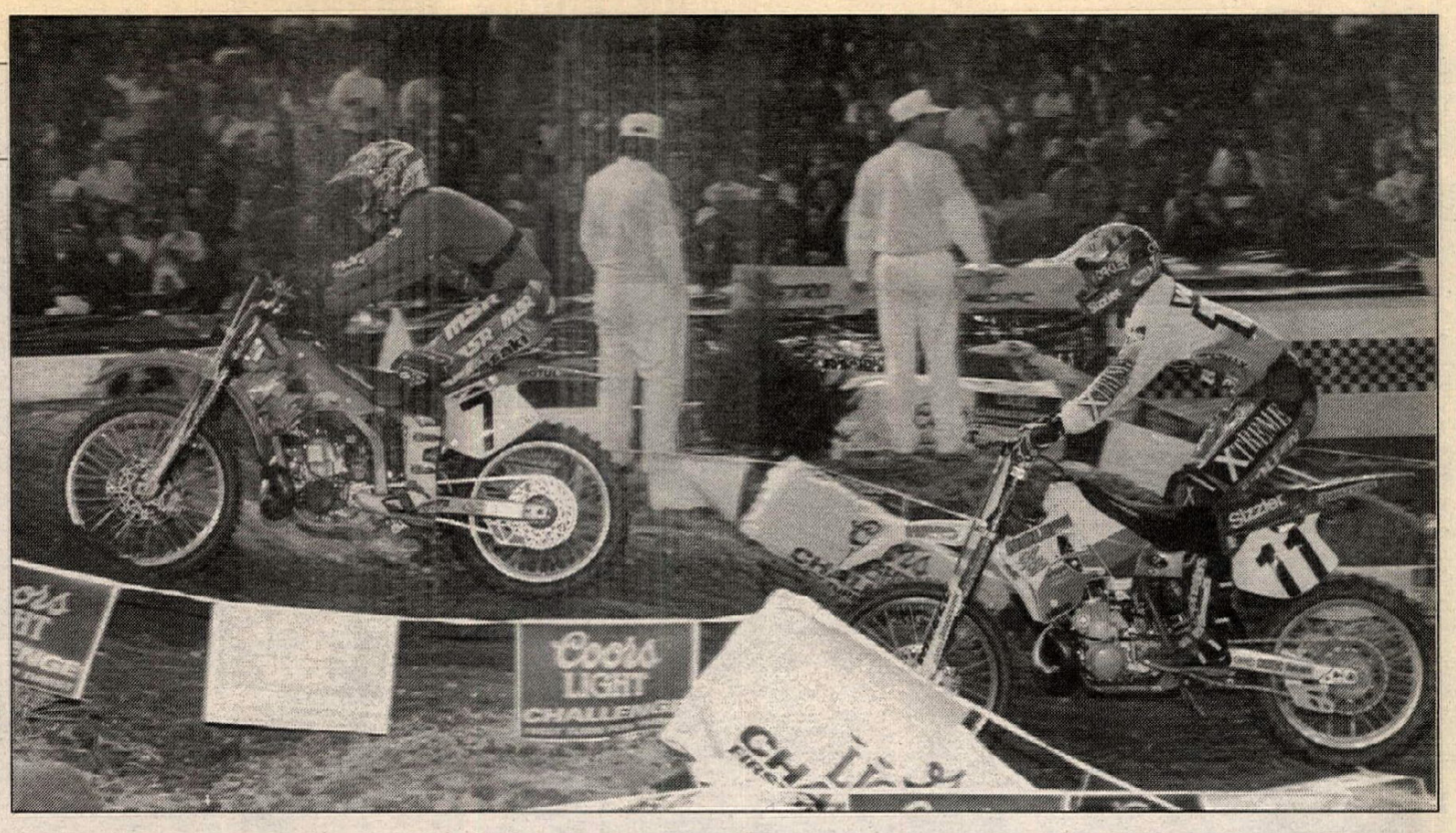
There were no surprises in the Last Chance Qualifier, although it did seem strange seeing McGrath competing in the final qualifier of the evening. The defending champ easily won the LCQ, leaving everyone else to fight over the last transfer position. But it wasn't much of a battle, as Kawasaki rider Buddy Antunez made quick work of Travis Hodges and went on to finish second.

At the start of the feature, Kehoe had the quickest reactions out of the gate and out-accelerated the rest of the pack to the first turn, but by the time the packed reached the second turn, McGrath was already out in front and pulling away.

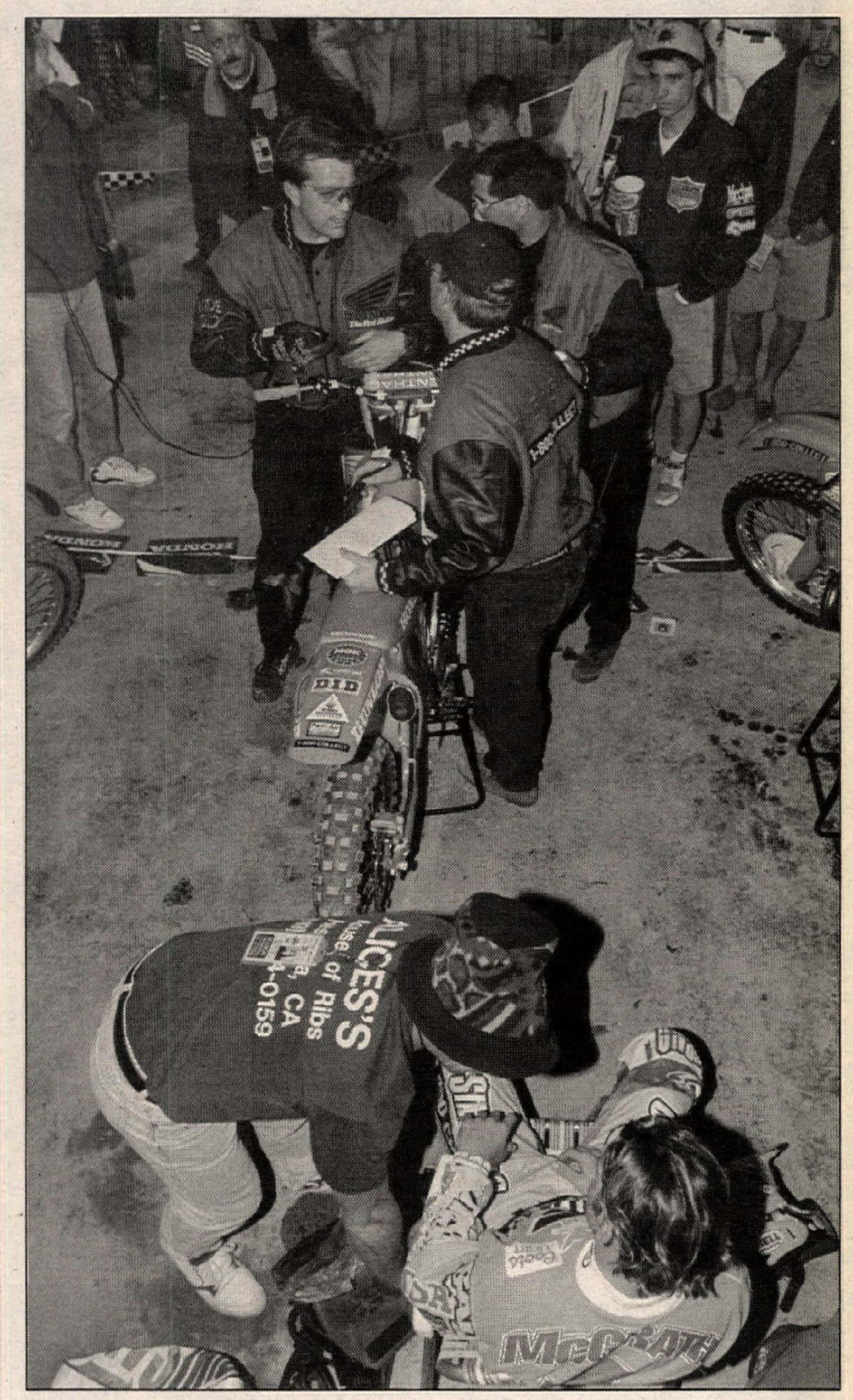
"I had the worst pick on the (starting) line - the far outside," said McGrath. "I just had to make the best of it; I put my mind totally in neutral and didn't think about it. Actually, the outside isn't all that bad, you just have to hold it open a little bit longer."

Trailing the entire pack after the first lap were a pair of factory-backed riders - Kiedrowski and crowd favorite Brian Swink, who grew up in Michigan before moving to Florida.

"I had a decent start but then my front wheel got kind of crossed up in the ruts and Kiedrowski hit me from behind and we went down," said Swink. "I was pretty much to blame for that one."



(Above) Mike LaRocco (7) passed Team Noleen's Larry Ward (11) and Honda's Doug Henry for second place late the race. In the last turn, Henry and LaRocco tangled and crashed, while Ward scooted by on the inside to finish second. LaRocco ended up third; Henry fourth. (Right) McGrath crashed in his heat race and had to ride a semi, where mud and a rock jammed his rear brake pedal. Here, McGrath rests up while Honda mechanics prepare his bike for the LCQ, which he won.



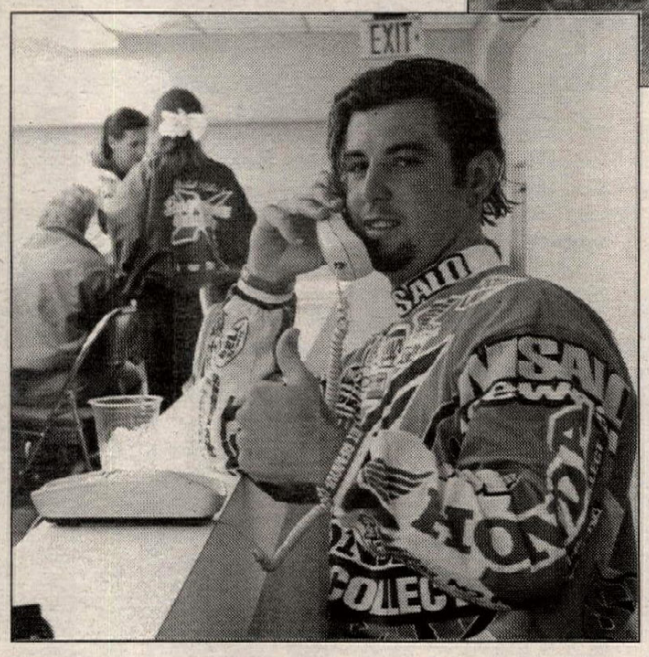
"I landed right on him" said Kiedrowski.

Meanwhile, up front, McGrath had already jumped out to a comfortable lead and the race to the checkered was - for all intents and purposes - over. Henry was all alone in second after the first lap, then came Emig, Ward, Craig, Stanton, Matiasevich, Stephenson, LaRocco, Kehoe, Lamson and Palmer.

Ward soon passed Emig for third, then Emig crashed while jamming on the brakes in a tight right-hand turn in an effort to prevent Stanton from diving underneath him. Stanton rear-ended the Yamaha rider, putting Emig on the

Round 10: Pontiac Silverdome

(Left) Damon Huffman's mechanic Tony Berluti puts the finishing touches on his rider's works Suzuki, which featured Showa-made "conventional" forks. Huffman finished eighth in the 250cc feature. (Right) Deep ruts formed in the rain-saturated Michigan mud that was used to construct the track. Apart from the ruts, the course was well-received by the riders. (Below) McGrath called his parents back home in California from the press box shortly after winning the 250cc final, prompting us to wonder what long-distance phone company he used - 1-800-COLLECT, perhaps?



ground. Emig would crash again later in the race.

"Man, it seemed like I'd get on the bike; I'd get off; it was one of those nights," said a frustrated Emig afterwards.

By the sixth lap, and after plenty of passing, the pack finally settled into a spread-out freight train that was still headed by McGrath, followed by Henry, Ward, LaRocco, Stanton, Lamson and Craig. Emig had fallen back to eighth, while Kiedrowski had climbed up to 10th.

Nothing changed until the 11th lap when Stanton crashed alone over a double jump, dropping to eighth behind Craig. It was also about this time that LaRocco began noticeably gaining ground on third-placed Ward, and he eventually closed the gap until he was breathing down Ward's back late in the race. On the 16th lap, LaRocco made his move and jumped past Ward for third and, in the process, had closed in on Henry, who was still running second. Two laps later, LaRocco made a pass on the Honda rider and, at this point, it looked as though LaRocco had a lock on second place - but Henry and Ward had different ideas.

On the last lap, Ward dove to the inside of Henry in a turn and ran him out into the hay bales. Suddenly, Ward found himself right behind LaRocco and saw a chance to pass the Kawasaki rider on the inside through the last turn. LaRocco, too, had his sights on the inside line, but was slammed into from behind by Henry, the same rider who LaRocco had "taken out" at the last round in Charlotte. LaRocco and Henry went down in a heap, while Ward rounded the turn unscathed.

"I let up on the last lap," said LaRocco. "A few laps earlier, I got roosted by Ward and my finger got hit by a rock; it was hurting pretty good. When I passed Henry, I could tell he was getting pretty tired, so I thought I'd baby my finger on the last lap. Instead, he put on a last charge. I did the best I could."

As for getting taken out by Henry, LaRocco said, "It's the same thing as last time (Charlotte); it's all a part of racing. I just should've raced to the checkered flag and it wouldn't have had happened."

Henry climbed back on his bike just ahead of Kiedrowski for fourth, while Craig held on to sixth. Stanton crossed the finish line in seventh, ahead of Huffman, Lamson and Emig. Swink salvaged 11th ahead of Brooks, Stephenson, Lewis and Matiasevich. Rounding out the field were Kehoe, Dubach, Hughes and Antunez.

125cc

It appeared that the 125cc feature was all but over after the second turn when series points leader and five-time main event winner Ezra Lusk nailed the holeshot. Earlier that night, Lusk had breezed to victory in his heat race, so it appeared that he would run away with the feature as well - but it wasn't to be.

Just like the last round in Charlotte, Lusk lost control of his bike in a section of whoops and dropped to third. Lusk quickly gathered his composure, however, and was still close enough to the leaders to win his sixth race of the year, but a second crash two laps later would end any chance of that.

The beneficiary of Lusk's misfortune was Mike Brown, who inherited the lead just ahead of Button. Brown and Button soon engaged in a close dogfight as they pulled clear of the pack. Brown's main advantage over Button on the track was that he was jumping all of the triples; Button choosing to double/single them.

"The ground was so tacky, and since I'm kind of heavy for a 125, I just didn't feel comfortable doing the triples," said the tall and lanky rider.

Despite not doing the triples, Button still hung close to Brown and seemed to be looking for daylight around the Honda pilot. But before he had the chance to pass, Button overshot a turn and went sailing over a large berm, handing Brown an uncatchable lead.

"Over the last set of doubles before the turn, there were deep ruts," said Button. "One of the ruts grabbed my foot - my brake foot - and pulled it off the peg. I couldn't slow down in time and ran off the track. I think if I hadn't done that, I could've won pretty easily."

Button gained some ground on Brown during the remaining eight laps, but it was obvious that Button wouldn't catch Brown unless he made a big mistake.

"I didn't want to make any mistakes," said Brown. "I was leading in Atlanta once and I tensed up and made mistakes, so here I pretended I was just out practicing and not worrying about it."

Despite one bobble on the last lap, Brown held on to win, a safe distance ahead of Button.

"I almost lost it on the last lap," said Brown. "I hit the face of a triple; I shouldn't have tried jumping that on the last lap. My foot almost got caught in the rear wheel. I just thanked God I didn't crash."

Michigan rider Jeff Curry came out on top of a race-long battle with Tim Ferry to finish fourth, while Kawasaki Team Green's Robbie Reynard finished sixth after nearly running off the side of the track on the first lap.

Rounding out the top 10 were Davey Yezek, Chad Pederson, Barry Carsten and Jim Neese. CN

Briefly...

Privateer **Jeff Matiasevich** showed up with a new tuner at Pontiac. Former Team Suzuki mechanic **Marshal Plumb** turned wrenches for Matiasevich Saturday night and will most likely stay with Matiasevich for the remainder of the year. Plumb, who used to be Guy Cooper's tuner, is filling in for **Ron Heben**, who started the season with Matiasevich, but has taken on a new job at Kawasaki. Heben, the former Suzuki team manager and tuner for three-time Supercross Champion Rick Johnson, is now working for Kawasaki Team Green's amateur MX program.

Team Suzuki's **Damon Huffman** used a "conventional" Kayaba fork at Pontiac. At the last round in Charlotte, Huffman tried the fork in practice but opted for the now-standard inverted forks for the rest of the program. At Charlotte, Huffman said he just wasn't comfortable with the conventional (stanchion tubes on the top and the sliders on the bottom) forks. "We've got 'em working pretty good now," said Huffman after finishing eighth in the 250cc main. "Lets just say they're not better than upside down forks, but they work just as good, but I do think they'll be the hot setup for the outdoor Nationals."

So what did some of the stars of the Supercross series do during one of their rare weekends off between the Charlotte and Pontiac Supercrosses? Team Honda/1-800-COLLECT's **Doug Henry** spent most of his time moving back from Riverside, California, to his "real" home in Oxford, Connecticut. Henry spends the winter months in Southern California where he can practice and train while his practice track in Connecticut is buried in snow. Henry's teammate Jeremy McGrath, Jeff Emig and many other riders headed to the Colorado River near Lake Havasu, Arizona. Emig had the story of the week after nearly sinking his boat.

After winning his semi, Team Splitfire/Pro-Circuit/Kawasaki's **Ryan Huffman** finished a surprising 19th in the 250cc feature. Hughes said he ran into Mike Kiedrowski and Brian Swink who collided into each other on the first lap; then tangled with Damon Huffman. "I hit Huffman and bent my back brake pedal around the footpeg," said Hughes. "I had to stop in the pits and my mechanic kicked it back in. I eventually pulled off the track because I was out of it and didn't want to get in anyone's way."

Team Honda/1-800-COLLECT's **Steve Lamson** clicked off the quickest winning 250cc heat race time of the night but was unable to take home the $2000 check in the Coors Silver Bullet Showdown. The money goes to the rider who records the fastest heat race time and wins the main event, as well. Another $1000 will be rolled over to next week's supercross in Minnesota, making the Showdown worth $3000.

Pontiac Silverdome
Auburn Hills, Michigan
Results: April 10, 1994

250 HEAT 1: 1. Steve Lamson (Hon); 2. Mike LaRocco (Kaw); 3. Jeff Matiasevich (Yam); 4. Mike Kiedrowski (Kaw); 5. Mike Craig (Yam); 6. Damon Huffman (Suz); 7. Larry Ward (Yam); 8. Erik Kehoe (Hon); 9. Todd DeHoop (Hon); 10. Buddy Antunez (Kaw); 11. Axel Holvoet (Yam); 12. Dag Boyesen (Yam); 13. Mike Katin (Kaw); 14. Travis Blackburn (Kaw); 15. Chris Pomeroy (Yam); 16. Marty Burr (Yam); 17. Justin Blake (Kaw); 18. Jeff Hedden (Hon); 19. David Gaylord (Kaw); 20. Doug Dubach (Yam).
Time: 08:28.67

250 HEAT 2: 1. Brian Swink (Suz); 2. Doug Henry (Hon); 3. Cliff Palmer (KTM); 4. Kyle Lewis (Yam); 5. Jeff Stanton (Hon); 6. Ryan Hughes (Kaw); 7. Jeremy McGrath (Hon); 8. Jeff Emig (Yam); 9. Larry Brooks (Yam); 10. Travis Hodges (Kaw); 11. Rich Taylor (Hon); 12. Denny Stephenson (Suz); 13. Mike Jones (Suz); 14. Dale Spangler (Suz); 15. Mike Treadwell (Hon); 16. David Hand (Hon); 17. Todd Downs (Hon); 18. Jean-Sebastien Roy (Suz); 19. Gaylon Dickson (Yam); 20. Gene Naumec (Yam).
Time: 08:45.97

250 SEMI 1: 1. Larry Ward (Yam); 2. Mike Craig (Yam); 3. Damon Huffman (Suz); 4. Doug Dubach (Yam); 5. Erik Kehoe (Hon); 6. Axel Holvoet (Yam); 7. Buddy Antunez (Kaw); 8. Mike Katin (Kaw); 9. Travis Blackburn (Kaw); 10. Jeff Hedden (Hon); 11. Marty Burr (Yam); 12. David Gaylord (Kaw); 13. Justin Blake (Kaw); 14. Chris Pomeroy (Yam); 15. Todd DeHoop (Hon); 16. Dag Boyesen (Yam).
Time: 06:26.06

250 SEMI 2: 1. Ryan Hughes (Kaw); 2. Jeff Emig (Yam); 3. Jeff Stanton (Hon); 4. Denny Stephenson (Suz); 5. Larry Brooks (Yam); 6. Jeremy McGrath (Hon); 7. Rich Taylor (Hon); 8. Travis Hodges (Kaw); 9. Gene Naumec (Yam); 10. Todd Downs (Hon); 11. Mike Treadwell (Hon); 12. Dale Spangler (Suz); 13. David Hand (Hon); 14. Jean-Sebastien Roy (Suz); 15. Mike Jones (Suz); 16. Gaylon Dickson (Yam).
Time: 06:35.41

250 LCQ: 1. Jeremy McGrath (Hon); 2. Buddy Antunez (Kaw); 3. Todd DeHoop (Hon); 4. Travis Hodges (Kaw); 5. Rich Taylor (Hon); 6. Axel Holvoet (Yam); 7. Gene Naumec (Yam); 8. Dag Boyesen (Yam); 9. Mike Treadwell (Hon); 10. Jeff Hedden (Hon); 11. Mike Katin (Kaw); 12. Todd Downs (Hon); 13. Travis Blackburn (Kaw); 14. Marty Burr (Yam); 15. Gaylon Dickson (Yam); 16. Chris Pomeroy (Yam); 17. David Gaylord (Kaw); 18. Justin Blake (Kaw); 19. Dale Spangler (Suz); 20. Jean-Sebastien Roy (Suz); 21. Mike Jones (Suz); 22. David Hand (Hon).
Time: 06:31.77

250 MAIN: 1. Jeremy McGrath (Hon); 2. Larry Ward (Yam); 3. Mike LaRocco (Kaw); 4. Doug Henry (Hon); 5. Mike Kiedrowski (Kaw); 6. Mike Craig (Yam); 7. Jeff Stanton (Hon); 8. Damon Huffman (Suz); 9. Steve Lamson (Hon); 10. Jeff Emig (Yam); 11. Brian Swink (Suz); 12. Larry Brooks (Yam); 13. Denny Stephenson (Suz); 14. Kyle Lewis (Yam); 15. Cliff Palmer (KTM); 16. Jeff Matiasevich (Yam); 17. Erik Kehoe (Hon); 18. Doug Dubach (Yam); 19. Ryan Hughes (Kaw); 20. Buddy Antunez (Kaw).
Time: 21:59.86

CAMEL SUPERCROSS SERIES POINT STANDINGS (After 10 of 15 rounds): 1. Jeremy McGrath (223/7 wins); 2. Mike LaRocco (177/1 win); 3. Mike Kiedrowski (175/1 win); 4. Jeff Stanton (159); 5. Jeff Emig (156); 6. Mike Craig (141/1 win); 7. Steve Lamson (139); 8. Larry Ward (129); 9. Doug Henry (128); 10. Brian Swink (124); 11. Jeff Matiasevich (94); 12. Cliff Palmer (73); 13. Damon Huffman (52); 14. Ryan Hughes (49); 15. Larry Brooks (45); 16. Erik Kehoe (43); 17. Denny Stephenson (42); 18. Kyle Lewis (39); 19. Doug Dubach (36); 20. Buddy Antunez (33).

125 HEAT 1: 1. Jimmy Button (Suz); 2. John Dowd (Yam); 3. Greg Rand (Suz); 4. Robbie Reynard (Kaw); 5. Tim Ferry (Hon); 6. James Eickel (Hon); 7. Jime Neese (Kaw); 8. Greg Bowen (Yam); 9. Jim Chester (Yam); 10. Matt Maximoff (Yam); 11. Jeff Dement (Yam); 12. Damien King (Kaw); 13. Doug Dehaan (Suz); 14. Nathan Ramsey (Yam); 15. Jean-Sebastien Roy (Suz); 16. Cameron Taylor (Hon); 17. Peter Melton (Hon); 18. Josh Coppins (Suz); 19. Kirt Deboer (Kaw); 20. Jeff Yentzer (Kaw).
Time: 06:34.28.

125 HEAT 2: 1. Ezra Lusk (Suz); 2. Mike Brown (Hon); 3. Davey Yezek (Hon); 4. Jeff Curry (Kaw); 5. Barry Carsten (Suz); 6. Kevin Crine (Hon); 7. Doug Stone (Kaw); 8. Chad Pederson (Yam); 9. Joel Dengler (Hon); 10. Tony Amaradio (Kaw); 11. Yuichiro Kawashima (Hon); 12. Gaylon Dickson (Yam); 13. Joshua Latina (Kaw); 14. Mike Treadwell (Hon); 15. Adam Martin (Hon); 16. David Gaylord (Kaw); 17. Mark Morris (Yam); 18. Dan Jannette (Yam); 19. Anthony Pocorobba (Suz); 20. Scott Sheak (Yam).
Time: 06:34.23.

125 LCQ: 1. Scott Sheak (Yam); 2. Tony Amaradio (Kaw); 3. Mark Morris (Yam); 4. Jeff Dement (Yam); 5. Matt Maximoff (Yam); 6. Jeff Yentzer (Kaw); 7. Doug Dehaan (Suz); 8. Mike Treadwell (Hon); 9. Peter Melton (Hon); 10. Joshua Latina (Kaw); 11. Damien King (Kaw); 12. Cameron Taylor (Kaw); 13. Josh Coppins (Suz); 14. Adam Martin (Hon); 15. Nathan Ramsey (Yam); 16. David Gaylord (Kaw); 17. Gaylon Dickson (Yam); 18. Kirt Deboer (Kaw); 19. Jean-Sebastien Roy (Suz); 20. Yuichiro Kawashima (Hon); 21. Anthony Pocorobba (Suz); 22. Dan Jannette (Yam).
Time: 04:39.30

125 MAIN: 1. Mike Brown (Hon); 2. Jimmy Button (Suz); 3. Ezra Lusk (Suz); 4. Jeff Curry (Kaw); 5. Tim Ferry (Hon); 6. Robbie Reynard (Kaw); 7. Davey Yezek (Hon); 8. Chad Pederson (Yam); 9. Barry Carsten (Suz); 10. Jim Neese (Kaw); 11. John Dowd (Yam); 12. Scott Sheak (Yam); 13. Tony Amaradio (Kaw); 14. Greg Rand (Suz); 15. Jeff Dement (Yam); 16. Doug Stone (Kaw); 17. Greg Bowen (Yam); 18. Jim Chester (Yam); 19. Joel Dengler (Hon); 20. Kevin Crine (Hon); 21. James Eickel (Hon); 22. Mark Morris (Yam).

125 EASTERN REGIONAL 125cc SUPERCROSS SERIES POINT STANDINGS (After 7 of 9 rounds): 1. Ezra Lusk (187/5 wins); 2. Jimmy Button (176/2 wins); 3. Tim Ferry (148); 4. Mike Brown (135); 5. Chad Pederson (120); 6. Robbie Reynard (110); 7. John Dowd (85); 8. Barry Carsten (77); 9. Scott Sheak (65); 10. Davey Yezek (57); 11. Jeff Dement (56); 12. James Eickel (50); 13. Kevin Crine (48); 14. Jeff Curry (46); 15. Mike Treadwell (35); 16. Jim Neese (29); 17. Chad Lough (24); 18. (TIE) Jim Chester/Nathan Ramsey (21); 20. (TIE) Joshua Latina/Doug Dehaan (20).

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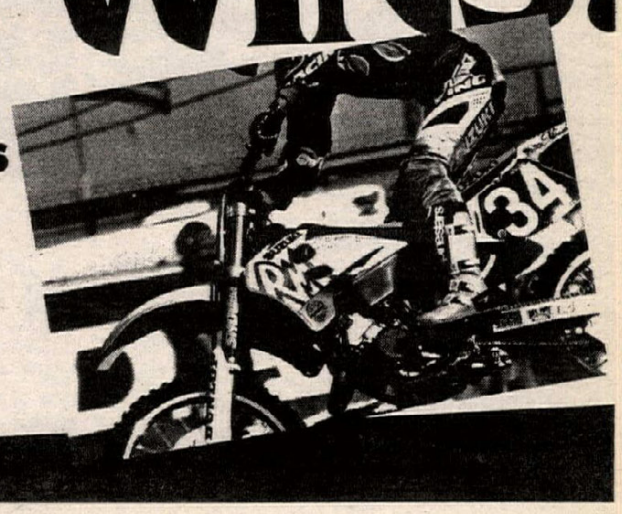

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TIME REMEMBERED

By Joe Scalzo

Gary Nixon, already being dogged by a six-member squad from Harley-Davidson, by wear and tear, and by a mutinous stomach, bewailed the additional load of having to cross the continent in pursuit of the Grand National Championship and face the tricksters, spellbinders, jokers, and infuriating smart alecks of Pacific Coast steeplechase.

This was during 1967 and 1968. Nixon's tormentors, all Ascot Park heroes, were wizards capable of delicious pranks like standing a mastodon Triumph 40-incher with street gearing on its back tire through all four gears; and, most notoriously, of hoodwinking a flagman and getting the jump.

Nixon, then, always sensed trouble at Ascot when he took to the track and found those shifty flakes grinning at him from the other side of the chalk starting line. Then - surprise, surprise - they'd freeze the nervous flagman, drop clutches, erupt, and be wheelieing their merry ways into the infield hairpins, leaving Nixon and the other stiffs standing still. "They all want to trick you," Nixon fulminated, adding helplessly, "they all live out here."

Some of them were known as Van Looney, Dickie-Bird, Hammer Dick, Beetle Bob and other nicknames now lost in time. But their tribal leader, the fun broker and boy wonder with the insolent grin who had the greatest gifts of them all, was: Squirrel - Eddie Mulder.

Inside an outhouse, sitting on the toilet, was where Mulder began the biggest morning of his life. From outside he heard a sudden cannonade of 800 engines all firing at once and realized that the monster hare and hound marathon called Big Bear had just started without him.

Big Bear: hour after hour of endless sand-blown miles across the yawning gullies and grim badlands of the Lucerne Valley, then up the side and over the top of the high snow-capped mountains to the wilderness finish near Fawnskin.

It was a bright but cold spring dawn and the plunging swarm of motorcycles was a mile long. The rising sun lit up the liveries of California's romantic and formidable desert gangs like the Shamrocks, the Buzzards, and the elite Checkers. One wonders if the likes of Buck Smith, Dickie Dean, Squatty Surplice and other desert sled luminaries felt any sense of occasion when the late-starting No. 249 - Mulder - came rocketing past. There'd never been another Big Bear like this one.

Gathering speed through the gears, Mulder overtook 775 motorcycles in the opening 50 miles. With a third of the distance behind him he was among the first five, but the chase was hardening - he'd ripped off a footpeg and his forehead was gashed.

Sometimes Mulder and the four other leaders got so far apart in the isolation they barely saw each others' silhouettes on the far horizon. Sometimes they torpedoed into a sandwash at close quarters; when this happened they declared war and raced at one another with abandon.

Leaving the desert floor, they attacked the frozen mountains, lashed by blizzards in other years. Mulder jumped a boulder and crashed into a clearing to find Squatty Surplice stalled out, cursing himself (for the rest of his life, probably) for remembering to carry a spare spark plug but no wrench with which to change it.

Fifteen minutes later, Mulder was charging up the face of another mountain along a narrow and zig-zagging fire road when he spun over the side and crash-landed to a stop against some rocks. He extricated himself and moments afterward, bloody and dizzy, he reached the finish - Big Bear's champion.

Biographical information about the scarred and well-exercised winning motorcycle states it was a Royal Enfield, of all unlikely things, a rue darkhorse prepared by an iconoclast tuner from Bakersfield who towed it on a rail trailer behind a white Speedster model Porsche. But the winning rider, Mulder, was no less a shocker. He was the son of Al Mulder, a desert motorcycle dealer, and for bloodlines had the distinction of being the namesake and godson of Iron Man Kretz.

All this paled, compared to the next revelation, which made Mulder truly unique in an era when racing was still reserved for grownups instead of children. The revelation was that Eddie Mulder was a motorcycle brat barely 16 years old. All this happened in the year 1960.

Mulder continued winning additional championship hare and hounds following Big Bear. He also mounted a crusade at the scrambles meetings at De Anza, Box Springs, and elsewhere. These meets were the precursors of modern motocross, except that racing was conducted on the backs of dinosaurs instead of wailing, ring-a-ding two-strokes.

Jim Goldsmith, a magical presence, nearly six-and-a-half-feet tall and 200 pounds, did most of the winning aboard a bull-rhinoceros-of-a-scrambler Harley-Davidson. Mulder pursued this apparition - and went down to defeat 20 races in succession.

The tide turned by mistake. One afternoon Mulder charged at Goldsmith on a hairpin. Missing a gearchange, he was in neutral and wildly out of control when he plunged ahead. Then he regained control - and when the race ended he was still leading.

Now at every scrambles, it was Goldsmith coming after Mulder. But Mulder's own club, the Checkers, sanctioned its own race meeting, making Mulder ineligible to compete. The rare sight of his adversary, Mulder, stationed on a corner as flagman so amused Goldsmith - he was yet another amiable madman - that he contrived to use his rear wheel to bury Mulder with dirt.

The big Harley reared out from underneath Goldsmith instead, then ate him alive with a devouring mauling which injured him critically. In announcing his later retirement, Goldsmith turned over his old skid shoe to Mulder in tribute.

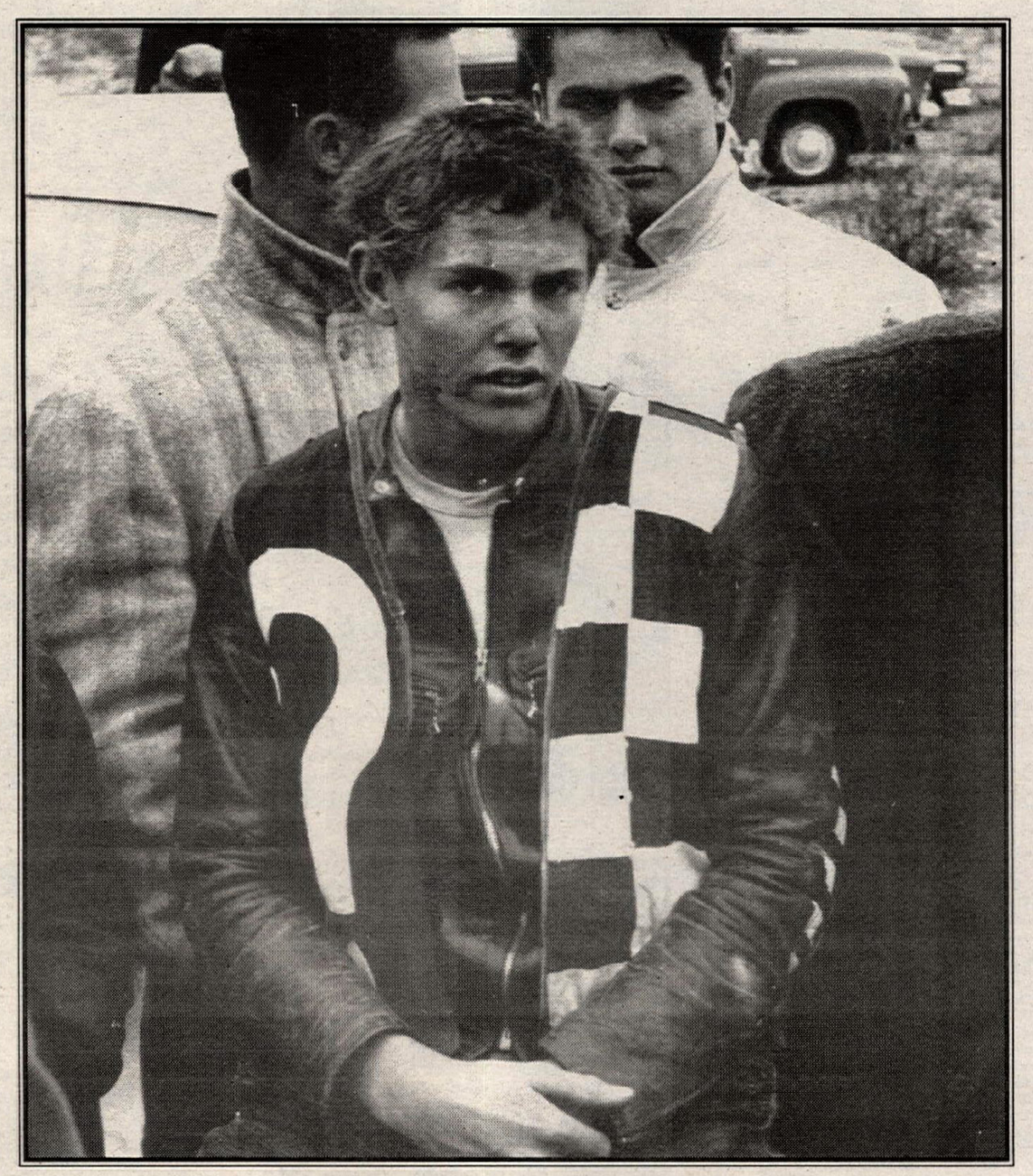
Mulder had won Big Bear, he had the authority of Iron Man Kretz, he had vanquished the mighty Goldsmith - and he had yet to make his debut as a professional. He did so at Ascot in 1962. No longer was he an adolescent 16-year-old but a strapping 18-year-old with a man's body. Mulder raced a honker of a 40-inch Triumph tuned to the maximum by the West Coast distributors. As was expected, he qualified the fastest. Not just fastest of all the others in the Novice division, but fastest of all the Juniors and Experts, too.

He was made to race against the Experts in the Trophy Dash. He defeated Sid Payne of Bakersfield's TT mafia. He defeated Jack O'Brien of the BSA Wrecking Crew. He even defeated Dick Dorresteyn, the protege of Dick Mann who was as good as king of Northern California steeplechase.*

All this was merely a prelude, a tiny suggestion of all that was still to come. Winner of 60 main events as a Novice, Mulder won the same number as a Junior. As an Expert riding a Triumph so stock it had still been in a crate the day before, he captured Ascot's 150-lap Spring Classic, the biggest steeplechase of the year that wasn't a National. Aboard an amazing Cub model Triumph, Mulder went practically unbeaten racing indoors at Long Beach Stadium.

Warriors with the most imposing reputations in America continued falling to Mulder. Tom Hawley, infamous for bulldogging into the lead on the standing start, lost a starting line drag race and a $50 wager to Mulder. But Joe Leonard proved to be a tougher mark. After Mulder buzzed him at Selma in central California, Leonard showed he wasn't amused by a juvenile delinquent wise-ass. He put Mulder into and over a wall.

Then there was Mulder's classic 1965 meeting with Bart Markel in Illinois at that summer's Peoria steeplechase. Markel was in the midst of recapturing the National Championship, and Mulder was, for once, in trouble. Cannonballing off a jump, he hit top gear just as his engine voided itself of the primary chain.



Eddie Mulder at 16. He'd just won Big Bear.

In wild-hair Southern California manner, Mulder stopped and robbed a spectator's Triumph of a fresh chain. Later he solved the riddle of Peoria by being the only competitor to lap the place only using the top two gears, setting the fastest time.

Dueling for the lead, Markel's Harley and Mulder's Triumph were forever skidding, sliding; snapping back the necks of their occupants. The Peoria finish was played out where spectators were densely massed, yet exactly what happened has always been in doubt, despite the presence of so many witnesses.

Mulder crowded Markel while flying over the jump, or, Markel tried sending Mulder into the fence. Whatever happened, Mulder won. Popping a signature ya-hoo! wheelie, he then remembered to fling one fist high in the air, glance back, and give Markel the finger. (He afterward also remembered to have the Bakersfield bruiser and thug Dave Palmer accompany him to the winner's ceremony, in case Markel intended to argue about it).

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When it selected an appropriate National number for Mulder, the American Motorcyclist Association chose No. 12, formerly the property of grand master Carroll Resweber. This was revealing. The AMA saw Mulder as the winner of the No. 1 plate immediately, and so did the factory teams of Harley-Davidson and Triumph, each of whom had been vying for Mulder's loyalties ever since Big Bear. Mulder, as the record shows, picked Triumph. He had the Brits salivating at the prospect of collecting the U.S. National Championship after a dozen consecutive years of failure. But while almost everybody else imagined Mulder in the sober role of No. 1, Mulder himself didn't see things that way at all.

For one thing, even without the No.1 plate, he already believed himself to be the U.S.'s best motorcycle racer - he was that cocky. After winning Big Bear at 16, maybe he had the right to be. For another, he disliked all that gypsy-like highway traveling to the rough edges of the far flung National tour, with he and the other campaigners sharing cheap motel rooms, living on burgers - which was how you sub-existed while chasing points and No. 1.

He knew how pleasant life was at home in Los Angeles, where his companions and admirers tended to be as celebrated and loose as he was. They included Steve McQueen (he and Mulder got bombed out of their minds on a jug of rot-gut vino while spectating at an early motocross), and the Hollywood stuntman and Catalina Grand Prix icon Bud Ekins (he and Mulder helped establish a mad speed standard for motorcycles down the coast of Baja), and all those other dedicated free spirits who congregated at Triumph of Burbank, a motorcycle shop that was both clubhouse and asylum.

These individuals considered motorcycle racing much more than mere fun. In their judgment, racing was far too hilarious and wondrous a vocation to ever be taken seriously. Predictably, they were among the most *unserious* racers - and members of the human race - who ever existed: a brotherhood of joyful characters living and racing with utter abandon in the twice-monthly TT Steeplechases at Ascot.

It was these guys whose antics so frustrated Gary Nixon whenever he made the summer trip west to face them in Ascot's National TT. But Mulder and his cohorts were not clowns. They had made their bones together years before at De Anza and the other now-defunct scrambles tracks; consequently, they knew one another's wiles and mannerisms as well as their own.

Ascot's Steeplechase hippodrome measured five-eighths-of-a-mile per lap. It was a set of flat track turns separated by a series of hairpins to knock down speeds, with one modest jump for showing off. It was, for magicians like them, a ridiculously easy place to navigate, leaving ample time for pranks like exaggerated wheelstands and flummoxing all the flagmen.

An even better prank was the evening when Skip Van Leeuwen, in futile pursuit of Mulder, blew up his Triumph on the main event's next-to-last lap. Van Leeuwen next reappeared at the side of the track in the role of hitch-hiker. And Mulder's lead was so vast he could afford to stop, give Van Leeuwen a lift to the checkered, and still not sacrifice the victory.

It was the only time in history that a Steeplechase was ever won in tandem. The Ascot authorities proceeded to nail Van Leeuwen for misconduct and even made him pay a fine as high as Mulder's, who at least had won some prize money.

For his performance, Van Leeuwen earned his nick-name, Van Looney. For his part, Mulder was known forever as Squirrel.

More than anything else, however, Eddie Mulder remained unpredictable. He wasn't always Squirrel.

Castle Rock, Washington, in the summer of 1966, was pulsating with the music of Triumph 40-inchers trumpeting through their elephantine headers, and the grandstands were ringing with shouts of "Put a hat on it, Squirrel!" This was clipped vernacular imploring Mulder to make another wheelie.

The night provided no theatrics, no starter-baiting. Mulder merely rolled to a steady victory. One week later, when the tournament was at Ascot, he won again. That August, back at Peoria, Mulder captured his third Steeplechase National in the space of six weeks.

Holding its collective breath, Triumph believed that if it could keep Mulder on the straight and narrow, keep him motivated, he might yet win No. 1 after all these wasted years. The factory even succeeded in making him enter National competitions he didn't favor: road races, for instance, and even mile track clashes, where whatever he accomplished in the sweeping smooth corners seemed to get cancelled by his 180 pounds of bodyweight on the straights. With two Nationals still to go, he was barely 21 points out of the lead in the championship standings.

This was when Mulder stopped being Steady Eddie and reverted to Squirrel. He didn't bother showing up at either National, though Triumph had fast bikes waiting at both.

Mulder had given boy wonders such a bad name that Triumph now abandoned all its Mulder fantasies. Gary Nixon rose heroically to the occasion and presented the factory with harrowing National titles in 1967 and 1968. Gene Romero got the team another one, its last, in 1970.

Mulder, meanwhile, was making only sporadic appearances, often to perform defensive dirty work for the ill-

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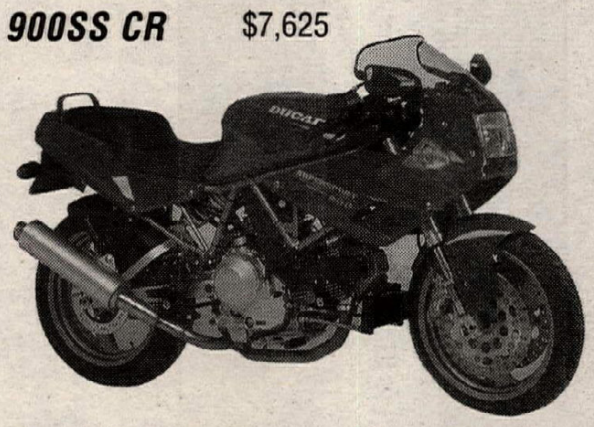

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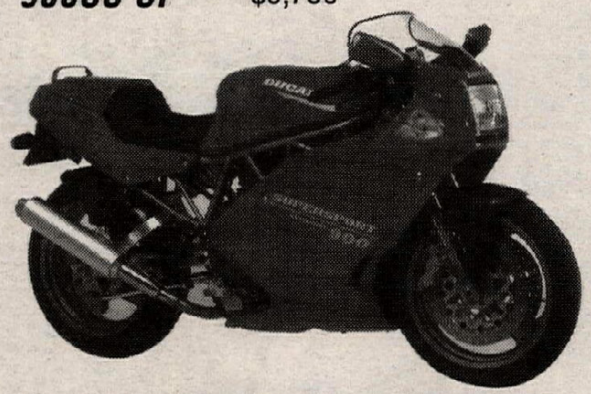

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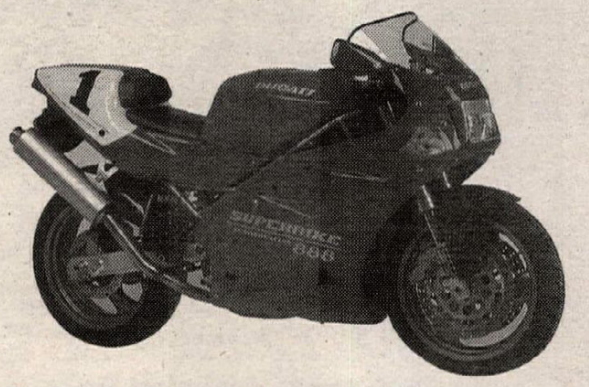

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fated Nixon, who was being assaulted by the usual Harley-Davidson horde. Yet Mulder - Squirrel - was growing rich, nonetheless. Thanks to Ekins, Carey Loftin, Everett Creach and his other friends, he was himself a Hollywood stunter.

One month he was out in the Mojave desert, shooting an outlaw biker epic starring the Hell's Angels, who named him a pussy for not joining them in the pleasure of biting the heads off live chickens and drinking the blood for refreshment.

The next month, Squirrel was in the bay area of San Francisco joining Clint Eastwood and the crew of Magnum Force. His $5000 assignment was to dress up like a policeman and catapult a Kawasaki cop bike 150 feet - from the deck of one aircraft carrier to another.

Having measured the distance beforehand, Squirrel calculated he could do it. But the tide's going out altered the distance between the two ships, and in the middle of the jump Squirrel realized he was a dead man unless he pulled off the magic act of his career. He did. He hit the carrier deck with eight inches to spare, trashing the handlebars and squaring both wheels.

Other stuntmen walked him around for half an hour to make sure he was all right. Squirrel was more than all right; he was high as the moon, giggling, behaving as if the whole episode had been a big joke. So then they told him it was time to make a second jump. This one Squirrel nailed so perfectly that when Eastwood saw it he paid him another $5000.

Squirrel never got over how people continued exhorting - lecturing - him in the matter of applying himself and winning the Grand National Championship. At Triumph of Burbank one day in 1971, he was accosted by a man loosely known as Dr. Black - he was some kind of fringe eccentric with a debonair goatee and a matching set of Triumph Bonnevilles and Carrera Porsches - all black. This Dr. Black inquired if he still wanted to race motorcycles.

Squirrel was between stunt jobs and his van transport was about to be repossessed. Having no idea what was to follow, he told Dr. Black, "sure".

An enormous rubber-banded wad of money appeared. Five bills of $1000 denomination popped out. "I want you to start your own team," Dr. Black told him. "I'll bankroll it."

Eddie Mulder Ltd. became that team. The initial $5000 was just the start. It was the operating expenses Dr. Black was paying every week.

Squirrel purchased motorcycles and hired mechanics, assembling a rogue team. He enrolled himself in a gym and became physically firm. He needed to, because, at age 27, he suddenly was a senior citizen. Motorcycle racing was now a child's sport overrun with prodigies. His winning Big Bear at 16 had apparently started a trend.

At the 1972 Houston Astrodome Steeplechase, Squirrel defeated one teenager - his name was Kenny Roberts - but lost to a second, Little John Hateley.

A formula change had opened up the displacement of road racers and mile trackers, making Squirrel competitive in both forms. He was flirting with the championship points lead, much as he had in 1966.

It was Dr. Black's conceit that Eddie Mulder Ltd. exist on the road as well as the factory teams. So Squirrel rented whole hotel suites. He flew first class. He just went to the airport and purchased tickets.

All Dr. Black requested was that he be allowed to operate the stop watches and perform the race timing. But one Friday at four in the morning, Mulder's phone rang. A voice said: "Dr. Black is dead."

There were rumors of firearms and foul play. It had occurred to Squirrel that his benefactor had been keeping company with one of the barons of the black-market drug trade, but he never knew it for sure. In the prevailing atmosphere, what he didn't know, he didn't want to know.

Eddie Mulder Ltd. disbanded in haste. In 1974, Squirrel entered a regional Steeplechase at San Jose which became his last victory and start.

His passage through the remainder of the Seventies, the Eighties and now the Nineties has been marked by successful and unsuccessful attempts at marriage, fatherhood, earning a living operating a police impound garage in the earthquake-rocked San Fernando Valley, and becoming one of the titans of Hollywood stunt work. Universal, Warner, 20th Century Fox - if you have seen a movie, commercial, TV show, or almost anything else involving motorcycles or automobiles moving at hurtling speed, chances are Squirrel had a hand in it.

And his motorcycle racing? "All fairly frivolous stuff," Squirrel remarked recently, in reflection. It really makes him laugh when people still accuse him of squandering his career; his racing gifts. Aside from Kenny Roberts, he has arguably realized more money and income from Hollywood than any Grand National Champion of the American Motorcyclist Association ever realized from being No. 1.

Perhaps. Yet not long ago, during a nostalgia meet up in Ventura, some stranger from the grandstands asked him if he was Eddie Mulder, and he admitted that he was. Then the stranger said, "Well, I have to tell you something. I bet I watched every Ascot Steeplechase you were in. And seeing you race were the most enjoyable nights of my life. I'll never forget them, or you. Thank you."

Those weren't the remarks he had been expecting to hear, and the revelation that all those manic racing years had really meant something after all, produced an astonishing reaction.

Squirrel cried. CN

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THE FOREST FLIERS

By Geoff Meyer

The World Enduro Championship Series normally isn't given the same attention as its motocross and road racing counterparts, but that could all change this year. A number of small-but-talented new teams and an influx of young talent look to make the enduro racers the toast of the '94 season.

This year's series kicks off on April 17 in Spain at Tortosa, some 125 miles south of Barcelona. Following the opening round in Spain will be four more rounds located throughout western Europe, with the finale taking place in Hungary in late June.

The FIM has also made some changes to the series format for '94. Gone are the 80 and 500cc classes; this year will have only two divisions for two-strokes - Under 125cc and Over 175cc - with the thumpers again competing in Under 350cc and Over 500cc classes.

Four of the six defending champions - Paul Edmondson, Sven Erik Jonsson, Giovanni Sala and Fabio Farioli - will no doubt hold the early-season cards when it comes to the top riders, but it could be young guns Cyril Esquirol and Anders Eriksson who walk away with the trophies.

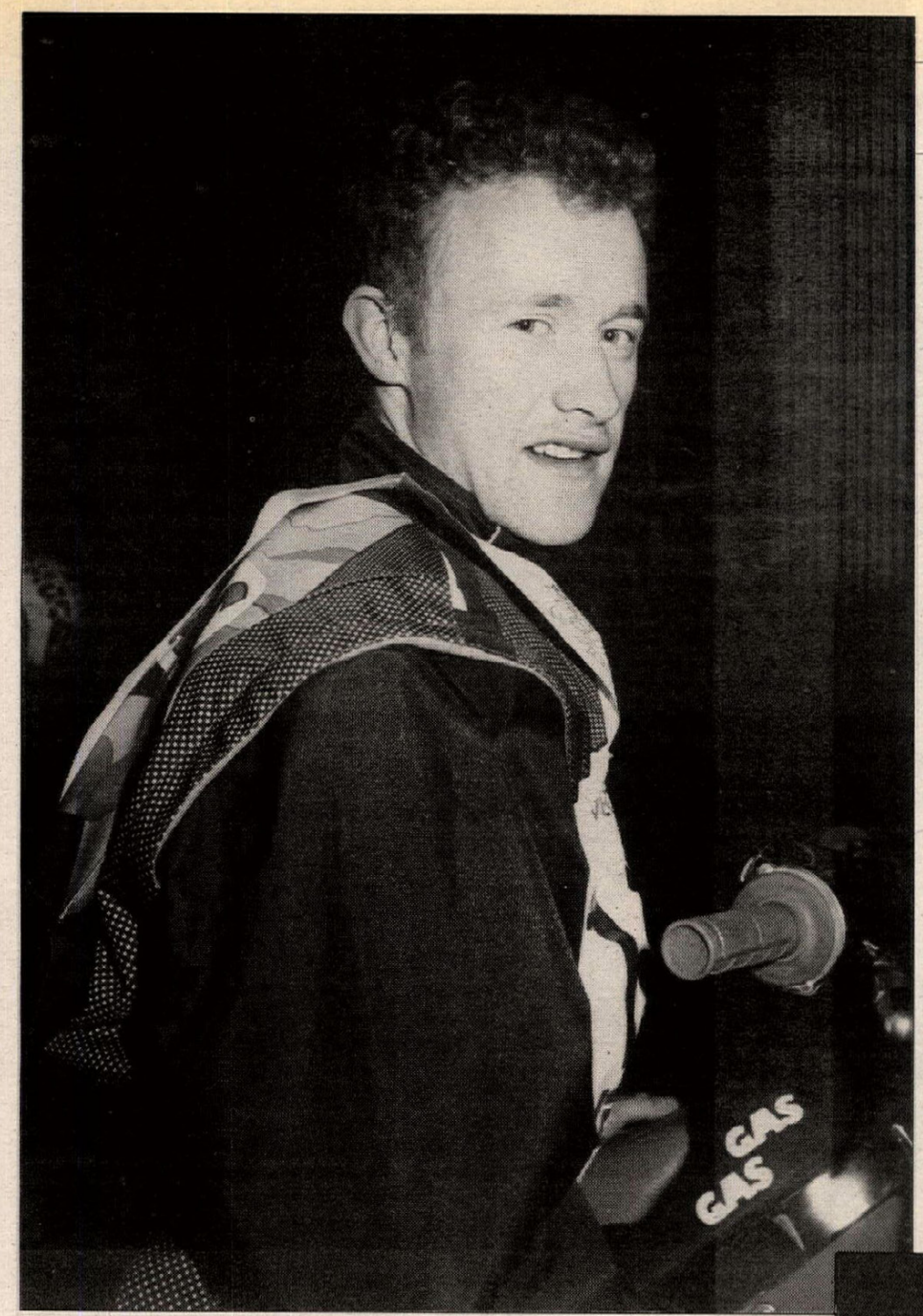
Edmondson will be a marked man on his Gas-Gas 125. Some feel that the switch from the tough Husky team could be his undoing, but Emondson does not agree. "I tested the machine before I signed the contract, and it was great, and very reliable," said the likeable Brit. Edmondson's statement was backed up by a strong performance in the Gilles Lalay Classic in late February. Mounted on the tiddler, the plucky champ led early on, only to get stuck in a mud pit. He finished a fighting fifth behind a list of 250cc machines. Another of the major players in the 125cc class will be 1991-92 champ Jeff Nilsson, from Sweden. Nilsson and Edmondson go back a long way, and it's hard to imagine anyone but these two winning this year's title. Italian Giorgio Grasso - the '93 250cc World Champion - has moved down to the 125cc class, and will join countryman Franco Muraglia. While they'll no doubt be chasing close behind the two leaders all series long, beating them overall is unlikely in the ultra-competitive division. Still, Grasso is brimming with confidence.

"I want a championship, and this year I will get one," says the Italian.

For a safer bet, though, expect Edmondson to collect his third - and Gas-Gas' first - World Enduro Championship, followed by Nilsson.

With the class changes, the new over 175cc class will be the hardest-fought, with several riders capable of winning the title. Leading the charge will be '93 500cc champ Giovanni Sala, on a KTM. The Italian will be riding a 300, giving him a slight horsepower advantage over most of his rivals. Frenchmen Cyril Esquirol and Stephene Peterhansel should be the two who will give Sala problems. Esquirol has started the season in dynamic form, winning the Gilles Lalay Classic, and proving to the Enduro fraternity that he is ready for a championship. He finished runner-up to Sala in '93, and at 24, is a good bet to win the title within the next few years - if not in '94.

As for Peterhansel, he, too, is in good form. Not a regular on the World Enduro trail, the Frenchman has a long list of



major event wins - much like American Larry Roeseler. Included on that list are the Paris-Dakar and Paris-Peking rallies, the ISDE and the '93 French Enduro Championship. The 28-year-old should start strong in round one in Spain, and continue in good form into the French round. Whether he can hold his form will only be confirmed as the series goes on. Being new to the series could harm him, but don't be surprised if the Rally King is the 1994 enduro champ come July 24.

Dutch ISDE heroes Gerard Jimmink and Henk Knuiman may also hold a few surprises if the series is hampered by rain, and even if mud doesn't become a factor, these two might just keep Sala, Esquirol and Peterhansel off the top of the point standings. For a straight pick go for Esquirol and his mighty El Campero Husqvarna. The Frenchman likes his own chances as well.

"I've wanted a championship for a long time," he says. "Last year I missed out, but I have time on my side. Maybe I can do it this year; I think I've improved enough."

If Esquirol should win, he will be at the front of enduro racing for years to come, and the sport desperately needs more riders like him.

Sweden's Sven Erik Jonsson has three World Enduro Championships and he wants more. The 1993 350cc Four-Stroke title holder is not at the peak of his career, but he is far from finished. With age creeping up on him but experience on his side, the 32-year-old should have enough left to win at least one more championship, but he'll get no rest from countryman Anders Eriksson. Runner-up to Jonsson in '93, the Husky pilot is only 21 years old, and now has a year of experience battling one of the all-time greats. Italian Arnaldo Nicoli is one of Jonsson's El Campero teammates, and could also cause plenty of headaches for the Scandinavians.

Fabio Farioli could be the main chance for an Italian to take one of the four classes. The defending champion is a favorite to win the 500cc Four-Stroke division, but has some strong opposition from another youngster, Peter Jansson. These two, along with Kent Karlsson, should provide an exciting battle. The two Swedish chargers ride for the impressive Team Husaberg Sweden, while Farioli - son of Italian KTM importer Arnaldo Farioli - will predictably be aboard a Farioli KTM. The difference could well be decided at these riders' home rounds in Sweden and Italy.

The list of talented riders does not end with those mentioned above, but they should definitely be the top guns. As far as teams go, El Campero Husqvarna and Husaberg Sweden will continue to be the major squads to beat, but several smaller camps have formed for the '94 series, and they will also be a factor. CN

(Below) Sven Erik Jonsson, Kent Karlsson and Giovanni Sala (left to right) chat before the start of the recent Gilles Lalay Classic. Sala was 500cc champion in '93, but with the demise of that division, will ride the 175cc class this season.(Bottom) Frenchmen Alain Olivier (left) and Stephene Peterhansel (right) both looked strong in the Gilles Lalay Classic. A former ISDE winner, Peterhansel will contest the entire series for the first time.

(Left) Sven Erik Jonsson is the defending champion in the 350cc Four-Stroke class. The Swede would like to add a fourth title to his resume.
(Above) Brit Paul Emdondson has switched from Husqvarna to Gas-Gas for '94, and stands a good chance of repeating as 125cc World Champion.

WORLD CHAMPIONSHIP ENDURO SERIES

Round 1	April 17	Tortosa, Spain
Round 2	May 15	Servieres le Chateau, France
Round 3	May 22	Bergamo, Italy
Round 4	June 12	Uppsala, Sweden
Round 5	June 19	Jamsa, Finland
Round 6	July 24	Kaposvar, Hungary
ISDE	Sept. 20-25	Tulsa, Olahoma, USA

1993 WORLD ENDURO CHAMPIONS

80cc	Gian-Marco Rossi
125cc	Paul Edmondson
250cc	Giorgio Grasso
500cc	Giovanni Sala
350cc 4-S	Sven Erik Jonsson
500cc 4-S	Fabio Farioli

THE PLAYERS

APRILIA

Stefano Passeri	Italy	125

GAS-GAS

Paul Edmondson	England	125
Javier Puigdemont	Spain	125
Josep Rovira	Spain	125

HONDA ITALIA

Jeff Nilsson	Sweden	125
Giuseppe Gallino	Italy	175
Christian Rossi	Italy	125 or 175
Giovanni Fossatti	Italy	125 or 175

HUSABERG SWEDEN

Kent Karlsson	Sweden	500 4-S
Anders Eriksson	Sweden	350 4-S
Peter Jansson	Sweden	500 4-S

EL CAMPERO HUSQVARNA

Petteri Silvan	Finland	125
Cyril Esquirol	France	175
Tullio Pellegrinelli	Italy	175
Sven Erik Jonsson	Sweden	350 4-S
Arnaldo Nicoli	Italy	350 4-S
Kari Tiainen	Finland	500 4-S
Jaroslav Katrinak	Czecho.	500 4-S

FARIOLI KTM

Mauro Carminatti	Italy	125
Giovanni Sala	Italy	175
Mario Rinaldi	Italy	350 4-S
Fabio Farioli	Italy	500 4-S

TEAM TM

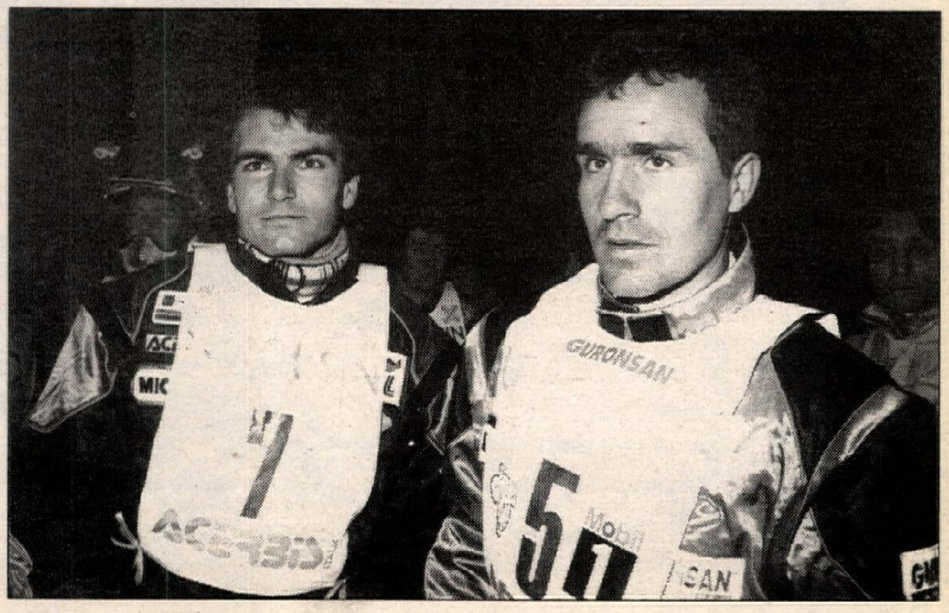
Fabio Benzoni	Italy	125
Fausto Scovolo	Italy	175
Gian-Marco Rossi	Italy	125 or 175

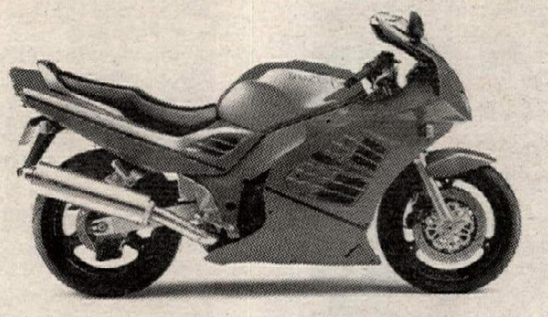
TOTIP YAMAHA

Giorgio Grasso	Italy	125
Pier-Franco Muraglia	Italy	125
Paolo Fellegara	Italy	175
Dario Croci	Italy	175

SONAUTO YAMAHA

Stephene Peterhansel	France	250
Eric Bernard	France	175





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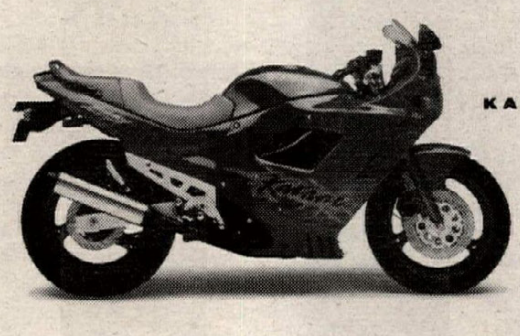

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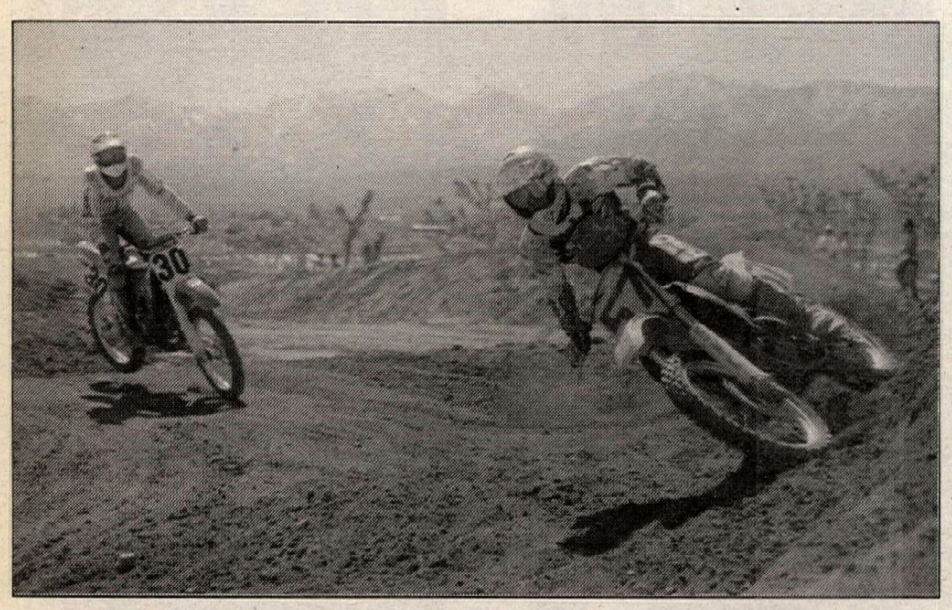
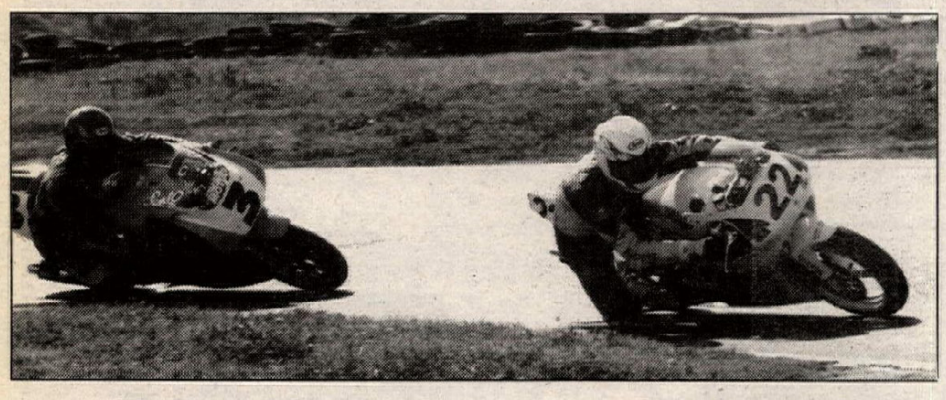


(Above) Chris Blanton (57) swept both 125cc Beginner motos during the CRC motocross at Los Angeles County Raceway. Eric Anderson (30) was third. (Below) Cal Rayborn III (3) scored the win in the Formula Pacific class at Sears Point International Raceway.



Francis, Rayborn III fast at Sears Point Road Race

By Patrick E. Dickinson

SONOMA, CA, APR. 3

In the season opener, Dave Francis and Cal Rayborn III set the pace for what promises to be the fastest year of racing Sears Point International Raceway has ever seen.

Opening with the 600cc Superstreet competition, Francis, on Mike Canfield's Chandelle Motorsports Honda F2, set the pace from the start. Defending his 1993 class championship, Francis immediately took the lead with Mike Riley, Todd Hoeft, Anthony Lupo and Tom Montano forming a tight pack behind. By the time the leaders were heading out of turn six into seven, Francis's lead was clear with the next four bike's pulling away from the pack. Smooth and focused, Francis guided his Dynojet-supported bike around the 11-turn course for a flawless win.

After changing carbs and exhaust, Francis was ready to defend his '93 600cc Production title. From the line, Francis left with the lead but could never get more than a couple of lengths ahead of Brian Parriot. On every turn, Francis knew Parriot would close right up to his rear tire, but he could keep Parriot back and pull him on the straightaways. Riley and Hoeft battled for third and fourth with Montano and Ron Chiaratti right behind.

Lap nine brought Francis into lapped traffic, and he found himself blocked on the fastest part of the track in turn nine. That was all Parriot needed. From two lengths back, he seized the opportunity to take the inside line through turn 10, and with half a length into eleven, put his F2 in the lead. Parriot then skillfully used the turns and lapped traffic to keep Francis at his rear tire to the checkered flag.

"I told Brian (Parriot) I'll let him have one per season, and that was it," Francis said afterward.

Even with with the absence of Formula Pacific's number-one rider Jeep Terranova and number-two Dave Deveau, Cal Rayborn III and Al Salaveria found themselves with their hands full thanks to the visiting Dale Quarterley on his team Mirage Kawasaki. From an incredibly fast start, Quarterley, Rayborn and Salaveria absolutely left everyone behind, adding three to five seconds to their lead with each lap. On the last lap, Quarterley had Rayborn and Salaveria pushing to their maximum. With about a three second lead, Quarterley shot out of the chicane toward the finish, raised one hand and brought his Ninja Turtle Kawasaki to a stop ten feet before the checkered flag and watched while a bewildered Cal Rayborn III took the win. Quarterly did not finish, saying that he had nothing to gain by winning and Rayborn was a good rider and deserved the win.

Results

F-3: 1. James Siddall (Hon); 2. Craig Avery (Hon); 3. Mike Mondo (Hon); 4. Frederick Putt (Hon); 5. Bill Daly (Hon).

VINT: 1. Randy Bradesku (BMW); 2. Kurt Munk (BMW); 3. Jim Neuenberg (Bul); 4. Tupper Robinson (Bul).

250 PROD: 1. Francis Mazur (Kaw); 2. Thomas Dorsey (Kaw); 3. Terri Vogel (Kaw); 4. Sean Murphy (Kaw); 5. Bo Poulsen (Kaw).

F-T OPEN: 1. James Coda (Duc); 2. Kurt Sager (Duc); 3. Tom Terry (Duc); 4. Bob Tigert (Hon); 5. Dave Russell (Bim).

500 TW: 1. Patrick Seehuetter (Kaw); 2. Stephen Wickland (Kaw); 3. Charles Price (Kaw); 4. Randy Bradesku (Kaw); 5. John Sweeney (Kaw).

F-S: 1. Jason Weir (Yam); 2. Jody Hendley (Duc); 3. David Vogel (Hon); 4. Dan Cook (Yam); 5. Craig Wright (Rtx).

OPEN S/STR: 1. David Stanton (Suz); 2. James Randolph (Suz); 3. Dean Perry (Suz); 4. Steve Rapp (Suz); 5. Jeff McCabe (Suz).

650 TW: 1. Mike Summers (Hon); 2. David Colbert (Hon); 3. Bradley Nevins (Hon); 4. Daniel Reeser (Hon); 5. Bill Brinkerhoff (Hon).

600 PROD: 1. Brian Parriot (Hon); 2. Dave Francis (Hon); 3. Todd Hoeft (Hon); 4. Anthony Lupo (Kaw); 5. Thomas Montano.

600 S/STR: 1. Dave Francis (Hon); 2. Mike Riley (Hon); 3. Todd Hoeft (Hon); 4. Anthony Lupo (Kaw); 5. Thomas Montano.

750 S/STR: 1. James Randolph (Suz); 2. Anthony Lupo (Kaw); 3. Tim Blasquez (Suz); 4. Michael Benson (Yam); 5. Mike Smith (Yam).

OPEN GP: 1. Dean Perry (Suz); 2. Michael Benson (Yam); 3. Neal Palmer (Yam); 4. August Weber (Yam); 5. Robert Mesa (Yam).

F-2: 1. Al Salaveria (Yam); 2. Peter Wensloff (Yam); 3. Gregory Prinze (Yam); 4. Christopher Walter (Yam); 5. Dave Avery (Yam).

250 S/STR: 1. Joe Carrillo Jr. (Yam); 2. Kenny Cohen (Yam); 3. Jason Tsue (Hon); 4. Mike Carey (Yam); 5. Travis Worlf (Suz);

450 PROD: 1. Rosslyn Eugene Wells (Yam); 2. G.C. Celestre (Yam); 3. Paul Kellogg (Yam); 4. Glenn Tanner (Yam); 5. Denny Jewl (Yam).

F-PAC: 1. Cal Rayborn III (Kaw); 2. Al Salaverria (Yam); 3. James Randolph (Suz); 4. Peter Wensloff (Yam); 5. Gregory Prinze (Yam).

450 S/STR: 1. Jeff Short (Yam); 2. Robert Nunez (Yam); 3. Jaime Lynn (Yam); 4. G.C. Celestre (Yam); 5. Rosslyn Eugene Wells (Yam).

F-40: 1. Dennis Doherty; 2. Mike Summers (Hon); 3. David Vogel (Suz); 4. Fred Willink (Hon); 5. Bill Brinkerhoff.

F-1: 1. Gregory Prinze (Yam); 2. Dave Avery (Hon); 3. Michael Riley (Yam); 4. Jeff Short (Yam); 5. Warren Dunaway (Yam).

Bruce is boss at San Jose Motocross/Scramble

By Bill Spencer

SAN JOSE, CA, MAR. 20

Joe Bruce and his Dublin Kawasaki/Suzuki/Honda-sponsored KX250 dominated the first ever "Industry Challenge," a two-hour moto-scramble on the San Jose Speedway Endurothon track.

Parts manager/pro motocrosser Bruce had to deal with Dave Coupé for most of the race after John Tavis had holeshot, but had forgotten to turn on the fuel supply of his CR500 so lost his advantage.

When Coupé slowed to deal with blisters and arm pump, Tavis, teamed with AHRMA expert Pat Brown, took over second from Jeff Johnson but they had a late-race stop to finish third, while the team of Paul Iwanaga and Rod Spencer took second with nine laps remaining.

"I never let up," Bruce said afterward. "It was pretty furious; I thought Coupé was always right with me."

"I thought I was doing pretty good, but then I blistered up and had to stop," Coupé said. " I'll be ready for Hangtown (National MX)."

Coupé finished 22nd with 55 laps, compared to Bruce's 66 laps.

Tony Alves and Donn Anderson won the first event and lapped Rob Shafer, who was first Ironman and winner of the Vet portion over Scott Larson and Gary Jaehne, while young Gary Rogers teamed with Brett Landes for fifth and second in their class.

Kerry Puccio topped the 50-minute long XR100/Vintage portion of the first two-hour race over Pat Rose, while Mike Romano topped the Vintage class on his '74 YZ125. Kerry's dad, Ken Puccio also trophied, with third in the Vintage class on his ancient Honda 200.

Results

O/A: 1. Joe Bruce; 2. Paul Iwanaga/Rod Spencer; 3. John Tavis/Pat Brown; 4. Jeff Johnson; 5. Mark Vanderpool/Stan Finney.

RACE ONE: 1. Tony Alves/Donn Anderson (Yam); 2. Rob Shafer (Hon); 3. Scott Larson (Yam); 4. Gary Jaehne (Kaw); 5. Rogers/Landes (Yam).

XR100/VINT: 1. Kerry Puccio (Hon); 2. Pat Rose (Hon); 3. Mike Romano (Yam); 4 . Ken Puccio (Hon); 5. Scott Merrell (Hon).

LACR MX to Blanton

By Greg Robertson

PALMDALE, CA, MAR. 27

Chris Blanton used a two-moto sweep to top a tough 125cc Novice class at the California Racing Club's Sunday motocross at Los Angeles County Raceway.

Clint Shepard powered down the long start straight ahead of Eric Anderson, Blanton and Clint Willis to get the first moto underway, but Shepard's lead was short lived as he went down towards the end of lap one. Anderson inherited the lead aboard his KX 125 with Blanton all over his back fender. Blanton studied Anderson's lines for a lap before driving around him in a corner to grab the lead, but wasn't able to pull away from him even though the determined Anderson had his hands full with Willis and Adrian Leon in his shadow. The top four riders separated themselves from the rest of the field as they argued over the top spot, duking it out all the way down to the wire, with Blanton getting the nod. Willis took a close second after slipping past Anderson just a few turns from the finish when Anderson's kick starter swung out, distracting him. Leon was fourth ahead of Shepard, who recovered to complete the top five.

The second moto holeshot belonged to Blanton with Mike Collier, Bob Arens and Shepard in tow. A tight three-way battle for the lead developed ahead of Anderson, who quickly got around Arens for fourth. Collier was really pushing Blanton, searching for a way into the lead, while Shepard came under fire from both Anderson and Willis by the halfway point. Collier got held up by lappers, allowing Blanton some breathing room. Anderson dove under Shepard entering a whoop section to move up to third. Willis was on the gas, jumping past Arens for fourth, then using a hot line through the whoops to quickly catch Anderson and make the pass a turn later.

It would be the MXA/Performance Motorsports/PAX/AXO/WOR/Simi Cycle-backed Blanton who prevailed at the checkered flag, while Collier kept the race interesting en route to his runner-up finish. Willis' third-place finish gave him second overall ahead of Anderson, who finished with a 3-4 score.

Results

P/W B-2: 1. Jared Tebo (Yam); 2. Branden Mulvihill (Yam); 3. Drew Gosselaar (Yam).

P/W B-1: 1. Ryan Roybal (Yam); 2. Ricky Hemme (Yam); 3. Charles Messer (Yam); 4. Brett Mountain (Yam); 5. Travis Barden (Yam).

P/W A: 1. Sean Collier (Yam); 2. Chris Nihan (Yam); 3. Kyle Barden (Yam); 4. Anthony Barbacovi (Yam).

P/W MOD: 1. Daryl Ecklund (Yam).

60 BEG: 1. Jonathan Newman (Kaw); 2. Anthony Barbacovi (Kaw); 3. Richard Eubanks (Kaw); 4. Vincent Rhoads (Kaw); 5. Travis Pursley (Kaw).

60 (0-8): 1. Daryl Ecklund (Kaw); 2. Sean Collier (Kaw); 3. Chris Nihan (Kaw).

60 (9-11): 1. Todd Gosselaar (Kaw); 2. Scott Howe (Kaw); 3. Shane Smith (Kaw); 4. Blake Mitchell (Kaw); 5. Bobby Langin Jr. (Kaw).

80 BEG: 1. Brent Lancaster (Kaw); 2. J.J. Bonanno (Yam); 3. Justin Robinson (Kaw); 4. Shane Smith (Suz); 5. Ben Stuelke (Kaw).

80 (7-11): 1. Scott Howe (Suz); 2. Daryl Ecklund (Suz); 3. Donnie Durrer (Yam).

80 (12-13): 1. Michael Young (Suz); 2. Christopher Gosselaar (Kaw); 3. Cliff Jennings (Kaw); 4. Louie Eslis.

80 (14-16): 1. Chris Thompson (Suz); 2. George La Monte (Suz); 3. Scott Priputen (Hon).

125 BEG: 1. Michael Rowland (Kaw); 2. Gabi Abayov (Hon); 3. Keny Terracciano (Hon); 4. Shaun Mitchell (Kaw); 5. Cole Townsend (Hon).

125 NOV: 1. Chris Blanton (Suz); 2. Clint Willis (Yam); 3. Eric Anderson (Kaw); 4. Mike Collier (Kaw); 5. Clint Shepard (Suz).

125 INT: 1. Scott Johnson (Suz); 2. Nick Mairose (Suz).

250 BEG: 1. Joe Pena (Yam); 2. Bryn Baker (Suz).

250 NOV: 1. Justin Osborne (Kaw); 2. Clint Willis (Yam); 3. Andy Payne (Kaw); 4. Jamie Young (Yam).

250 INT: 1. Colin Couto (Hon).

250 PRO: 1. Billy Mercier (Yam).

500 BEG: 1. Brad Cameron (Hon).

500 NOV: 1. Scott Curtis (Hon).

JR VET BEG: 1. Joseph Arechiga (Yam); 2. John Stohl (Hon).

JR VET NOV: 1. C.T. Watanabe (Hon); 2. David Barlow (Kaw); 3. Blake Orgill (Kaw); 4. Jamie Young (Yam); 5. Lee Saul (Cag).

JR VET INT: 1. John Keefer (Yam).

VET BEG: 1. Peter Terracciano (Hon); 2. Dave Dubin; 3. Ress Benson (Hon); 4. Ruthann Renaux (Yam); 5. Larry Williams (Hon).

VET NOV: 1. Randy Anderson (Yam); 2. Tim Mitchell (Kaw); 3. John Stich (Kaw); 4. Edmond Moore (Yam); 5. John Pinard (Hon).

VET INT: 1. Scott Curtis (Hon); 2. Kirk Williams (Yam); 3. Alex Spinelli (Yam); 4. Steve Schrobsdorf (Yam); 5. David Williams (Suz).

VET EX: 1. Leo Saul (Suz).

OT NOV: 1. Bob Klatt (Kaw); 2. Frank Derby (Yam); 3. Bill Weltman (Hon); 4. Neal Clark.

OT AM: 1. Bob Sherred (Yam); 2. Fred Kalmick (Kaw); 3. Hank Owen (Hon); 4. Al Busby (Hon); 5. Sam English (Yam).

OT EX: 1. Jack Allen (Kaw); 2. Jose Rodriguez (Yam); 3. Bob Fiesler (Hon); 4. Jim McConnell (Kaw); 5. Keith Phillips (Kaw).

OT MSTR: 1. Alan Olson (Yam); 2. Jerome Gibson (Hon); 3. Jim Draves (Hon); 4. Bill Carr (Yam); 5. Mike Chesbro (Hon).

Vintage iron ascends Thunder Mountain Motocross

By Mark Raybon

RUSK, TX, MAR. 20

The thunder of vintage motocross machines echoed across the valley as competitors readied to assault the European-style motocross track at Thunder Mountain for the second round of the AHRMA/Vintage Iron National Motocross Series.

Vintage Husky's William Nash and Vintage Cycle Works' Randall Tarter, on a Penton, battled it out for a 1-2 overall finish in the Expert division. After a successful Florida win, Roger Norris again took the number-one spot in the Intermediate division on a Suzuki. There was a battle for first place in the Sportsman 500cc Novice class as David Jarvis outran Penton-mounted Mark Raybon to the finish in moto one. But Raybon returned in the second moto to score a win and gain the overall victory.

The Sportsman 125cc division provided some exciting action with all classes gating at the same time. Joe Busby edged David Kirk for a 1-1 sweep in the Expert class on a Honda. In his first race since Steamboat Springs, Colorado, Joe Newman took first place overall in the Intermediate class. Young Stevie Nace took the overall in the fast-paced Novice class.

In the 40+ Intermediate class, BSA rider Gary Willmore had to consult fellow countryman Jeff Smith for some quick repairs on his well-run B50 only to finish in seventh place. Randy Pew netted the overall win on a Bultaco.

Results

SPTSMN 125 EX: 1. Joe Busby (Hon); 2. David Kirk (Hon).

SPTSMN 125 INT: 1. Joe Newman (Hon); 2. Howard Bennett (Hon); 3. Joe Edwards (C-A); 4. James Taylor (Hon).

SPTSMN 125 NOV: 1. Stevie Nace (Hon); 2. Bobby Guilbeau (Hon); 3. Mike Patterson (Hon); 4. Dan Jordon (Hon).

SPTSMN 250 EX: 1. William Nash (Hus); 2. Rick Humphreys (Hus); 3. Jim Wilson (Mai).

SPTSMN 250 INT: 1. Roger Norris (Suz); 2. Steve Tidd (Hon); 3. Eddie Jordan (Hon).

SPTSMN 250 NOV: 1. Lawrence Lucia (CZ); 2. Jason Ezell (KTM); 3. Pierre Mulacek (Bul); 4. James Koonce (Hon); 5. Cy Gambel (Hon).

SPTSMN 500 EX: 1. William Nash (Hus); 2. Randall Tarter (Pen); 3. Joe Bushy (Mai); 4. Rocky Wiginton (Hon); 5. David Ezell (KTM).

SPTSMN 500 INT: 1. Roger Norris (Suz); 2. Rick Denny (Hon); 3. Randy Pew (Bul); 4. Stacey Smith (Mai); 5. Les Mohler (Hus).

SPTSMN 500 NOV: 1. Mark Raybon (Pen); 2. David Jarvis (Kaw); 3. Quincy Britt (Hus); 4. Dennis Moore (Mai).

SPTSMN TWIN EX: 1. Rick Doughty (Ric).

SPTSMN TWIN INT: 1. Chuck Wallace (Ric).

PREM 500 II: 1. Joe Busby (Ric).

30+ EX: 1. Randall Tarter (Pen); 2. Rick Humphreys (Hus).

30+ INT: 1. Randy Brown (Pen); 2. Les Mohler (Hus); 3. Steve Tidd (Hon); 4. Chuck Wallace (Hon).

30+ NOV: 1. Dennis Moore (Mai); 2. Keith Parker (Hon).

40+ INT: 1. Randy Pew (Bul); 2. Rick Denny (Hon); 3. Howard Bennett (Hon); 4. Steve Nace (Yam); 5. William Nash (Suz).

40+ NOV: 1. Lawrence Lucia (CZ); 2. Bobby Guilbeau (Hon); 3. Charles Adams (Hus); 4. Steve Simpson (Hon); 5. Phil Grundy (Ric).

50+ EX: 1. David Ezell (KTM).

50+ INT: 1. James Taylor (CZ).

50+ NOV: 1. David Kirk (Hon); 2. David Dean (BSA); 3. J.B. Henry (BSA).

WMN: 1. Terry Gerber (Kaw).

Waller aces Pitkin Enduro

By Jonathan Kemp

PITKIN, LA, MARCH 13

Kawasaki-supported George Waller won the 14th Annual Great Piney Woods Enduro, which was held in the Vernon District of the Kistachie National Forest, acing the event with a score of four points.

The first test of the day came at 9.7 miles

with a very short section of tight woods followed by an emergency check. This was followed by a 20-mph trail ride to the first proper test at Hunter Camp. Waller and Jerry Gibson carded the only threes in these sections.

Another 20-mph trail ride through the longleaf scenic area brought the riders to the moguls section. This test also reflected the order of things with Waller, Gibson and Larry Peevy having the only zeros through the moguls.

The last test of the day was a 4.5-mile banzai section at 30 mph following a restart into the same tight woods of the first loop. Waller cemented the win by dropping only one point at this last check. Most of the top riders lost two points at the final check.

Kenneth Hagen took home the overall C honors while the overall A win went to KTM-mounted Steve Nicholas. Overall B was won by Honda rider Trent Robinson, and the Short Course winner was Clay Boreing.

Results

O/A: 1. George Waller (Kaw); 2. Jerry Gibson (Kaw); 3. Larry Peevy (KTM); 4. Jody Patterson (Kaw); 5. Glenn Hollingshead (Kaw).

O/A A: 1. Steve Nicholas (KTM).

O/A B: 1. Trent Robinson (Hon).

O/A C: 1. Kenneth Hagen (Hon).

O/A SHORT COURSE: 1. Clay Boreing (Kaw).

AA EX: 1. Jerry Gibson (Kaw); 2. Larry Peevy (KTM); 3. Jody Patterson (Kaw); 4. Glenn Hollingshead (Kaw); 5. Nolan Knight (Hus).

200 A: 1. Allen Nicholas (KTM); 2. Richard Daniel (Kaw); 3. Craig Melton (Hus); 4. Nathan Knight (Hus); Roger McKnight (Kaw).

250 A: 1. Gregg Goglen (Hon); 2. Matthew Rayborn (Kaw); 3. Kevin Hutchinson (Kaw); 4. Wyles Griffith (Suz); 5. Scottie Hopkins (Suz).

OPEN A: 1. Micky Young (KTM); 2. James Smith (KTM); 3. Michael Slechta (KTM); 4. David Morgan (KTM); 5. Gary Cook (KTM).

A INT 30+: 1. Kevin Miller (Hon); 2. Nelson Hunt (Hus); 3. Dale Davis (Hon); 4. James Barrett (Kaw).

A VET 35+: 1. Bob Schlemmer (Kaw); 2. Larry Decker (Kaw); 3. Gary Goff (Hus); 4. Wesley King (Kaw); 5. Buddy Pierce (Hon).

A 4-STRK: 1. Dwight Rudder (Hon); 2. Lorenz Wilkinson (Kaw); 3. Roger Crow (Hon); 4. Doug McKee (Kaw).

A-SR: 1. Larry White (Kaw); 2. Mark Hudson (ATK); 3. Ronald Walters (KTM); 4. John Wade (Hus); 5. Bob McKnight (Hon).

A S/SR: 1. Ron Burks (Hus); 2. Charlie Burk (Hon); 3. Clarence Bonifacius (Suz); 4. Howard Juckett (Kaw); 5. George Spalding (Hon).

A MSTR: 1. Don Knight (Hus); 2. Ernest Lynch (KTM); 3. Robert Rockco (Hus); 4. Terry Webb (Hus).

200 B: 1. Nelson Cubley (Kaw); 2. Jonathan Plunkett (Hon); 3. Mike Rue (Kaw); 4. Brian Bland (Kaw); 5. Charles Stewart (Kaw).

250 B: 1. Michael Barton (Kaw); 2. Lee Carpenter (KTM); 3. Royce Bond (Hus); 4. James Blackham (Suz); 5. Trey Wells (Hus).

OPEN B: 1. Mike Ledingham (KTM); 2. Tracy Barstow (KTM); 3. Jimbo Mitchell (KTM); 4. Chad Merchant (KTM); 5. Terry Jones (KTM).

B INT 30+: 1. Joe Decker (Kaw); 2. Randy Edgen (Hon); 3. James Pentecost (KTM); 4. George Butler (Suz); 5. Robert Savoy (Kaw).

B VET 35+: 1. Michael York (Kaw); 2. Michael McKenzie (Kaw); 3. Bob Sills (Yam); 4. Tom Saunders (Kaw); 5. Tony Orihuela (Yam).

B 4-STRK: 1. Matt Robinson (Hon).

B SR: 1. Gerald Pearson (Kaw); 2. Terry West (KTM); 3. Blaine Sills (Kaw); 4. Larry Knotts (Hus); 5. Ronnie Battillo (Kaw).

B S/SR: 1. Kenneth Woodring II (Kaw); 2. Ray Melton (Yam); 3. Don Olivier (Suz); 4. Benny Weathers (KTM); 5. Byrle Stockstill (Kaw).

B MSTR: 1. Neal Cooper (Hus); 2. Earl Roberson (KTM); 3. Tom Tarver (Hon); 4. Jack Schidlmeier (ATK); 5. Bob Cornell (Kaw).

WMN: 1. Heidi Hyde (Suz); 2. Alice Benoy (Yam); 3. Sherry Comeaux (Kaw); 4. Lisa Schexnayder (Hon); 5. Lisa Schidlmeier (Hon).

JR (12-14): 1. Ashton Burks (Kaw); 2. Lucas Comeaux (Kaw); 3. Michael Williams (Hon); 4. Bryan Petty (Hon); 5. Jared Cole (Kaw).

JR (14-16): 1. Gwen Fleming (Kaw); 2. Kyle Henderson (Hus); 3. Brian Hudson (Hus); 4. Benjamin Weathers (KTM); 5. Jeff Fain (Hon).

YTH (4-7): 1. Wesley Burks (Yam); 2. Jeff Parke (Hon); 3. Daniel McKee (Yam); 4. Carmen Davis (Yam); 5. Nathan Young (Yam).

YTH (7-9): 1. Nathan Davenport (Kaw); 2. Joey Decker (Kaw); 3. Kevin Halls (Kaw); 4. Corey Fletcher (Kaw); 5. Christopher Burton (Hon).

YTH (10-11): 1. Landon Burks (Kaw); 2. Brent Walsh (Hon); 3. Jody Thornton (Hon); 4. Justin Hatcher (Hon).

200 C: 1. Robin Fair (Yam); 2. Thomas Cooper (Kaw); 3. Johnny Taylor (Kaw); 4. Ken Knotts (Kaw); 5. Josh LaCuesta (Kaw).

OPEN C: 1. Charlie Ellis (Hon); 2. Jody Coleman (Hon); 3. Curtis Payne (Hon); 4. Chad Belcher (Suz); 5. Robert Mottet (Suz).

C INT 30+: 1. David Ashton (Kaw); 2. (tie) Bill Porter (Yam)/Bob Morgan (Kaw); 4. Michael Higuera (Suz); 5. Ron Creel (Suz).

C-SR: 1. Dale Von Deven (Suz); 2. Kirk Thibodeaux (Hon); 3. Randy Parke (Kaw); 4. Earl Fisher (Suz); 5. Burl Hughes (C-A).

A-TEAM: 1. Birmingham T&T.

B-TEAM: 1. Birmingham T&T.

McKnight jousts Cycleland HS

By Michael Walker

HIGH GROVE, TX, MAR. 27

Wes McKnight took time out from Aggieland to capture the overall win at the final round of the 1994 AMA Texas Championship Hare Scramble Series at Powell Ranch.

The Texas A&M Senior made his only race of the Series count as he ran away from everyone to grab the 250cc/Open A win and overall win. McKnight, who grew up riding at his father's Cycleland property found the Powell Ranch much the same.

AA/Pro action went wire to wire with a four-man battle from the beginning. Shaun Martin returned to hare scrambles action and jumped into the early lead, but was passed by

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Doug Yarnell jumped to second overall in the 25+ Intermediate class at the Starwest MX.

Clifford Goertz at the end of the first lap around the 8.1-mile course. Goertz, Martin, Jeremy Fipps and Steve Cardwell all battled toe to toe, racing this way for over 25 miles. The halfway point saw Goertz and Cardwell with some breathing room over the other two front-runners. The battle was close, with the Series AA title in the balance. Cardwell took the white flag with Goertz close to the fender of his KTM. The final 8.1 miles would decide it all, after 12 races. Cardwell, the multi-time series champion was cool under pressure as the blasted out of the last creek crossing and up the slippery hill that followed. A short blast in the Powell's Pecan Grove would find Cardwell and Goertz inches apart. The two miles of trail ahead would be tight as the two went at it. Cardwell's one bad break - his 300's fuel petcock needing to be turned to reserve - was all Goertz needed to grab the lead and hold on till the end. Cardwell was on Goertz's fender to the finish, looking for a last chance that never came. Jeremy Fipps took the third spot, with Martin coming in for fourth.

Travis White made the jump from Juniors to 200cc A for the last race a big one, with the youngster topping the class by a large margin and remaining on the same lap as the AA riders.

Results

O/A: 1. Wes McKnight (Hon); 2. Doug Paley (Kaw); 3. Travis White (Suz); 4. Mark Childre (KTM); 5. Steve Mack (Hon).

AA/PRO: 1. Clifford Goertz (Suz); 2. Steve Cardwell (KTM); 3. Jeremy Fipps (Hon); 4. Shaun Martin (Yam).

250/Open A: 1. Wes McKnight (Hon); 2. Shawn O'Leary (Yam); 3. Bryan Hanson (Yam).

200 A: 1. Travis White (Suz); 2. William Hartzog (Kaw); 3. Steven Selman (Kaw); 4. Duane Badgley (Kaw).

VET A: 1. Doug Paley (Kaw); 2. Mark Childre (KTM); 3. Steve Mack (Hon); 4. John Maldonado (Kaw); 5. Jeff Wilson (Yam).

VET B: 1. Brad Burnie (Hon); 2. Bill Holland (Hon); 3. Craig Pingleton (Hon); 4. Bill Smith (Hon); 5. Robert Choate (Kaw).

200 B: 1. Lee Jordan (Kaw); 2. Keith Crouse (Kaw); 3. James Selman (Kaw); 4. David Mildren (Kaw); 5. Junior Shoemaker (Kaw).

125 B: 1. David Henry (Hon); 2. Todd Hooker (KTM); 3. Jay Roy (Hon); 4. Chris Thompson (Suz).

60: 1. Hank Hanson (Kaw); 2. Waylon McCulloch (Kaw); 3. Kyle Martin (Yam); 4. Trey Choate (Kaw); 5. Candice Dowden (Yam).

80: 1. Jeff O'Leary (Yam); 2. Drew Dunbar (Yam); 3. Cliff Martin (Yam); 4. Joshua Lawrence (Yam).

4-STRK: 1. Kerry Simpson (Hus); 2. Jody Martin (Hon); 3. Rodney Bartsch (Kaw); 4. Richard Kepler (Kaw).

WMN: 1. Danielle Lindemann (Kaw).

S/SR: 1. Francis Hess (Yam); 2. Bill Canion (Hus); 3. Jerry Miller (Yam); 4. Michael Krumrey (Kaw); 5. Larry White (Yam).

Foley, Latina jam at Reddick MX

By Kyle Myers

REDDICK, FL, MAR. 27

Regional qualifier Kevin Foley and Josh Latina topped their respective classes, as over 380 riders from eight states turned out for the Loretta Lynn Qualifier at Motocross of Marion County, with the top eight riders in each class advancing to the Loretta Lynn Regional Qualifier.

As the 11 riders in the 25+ class left the line for the first moto, Lee McElvaine jumped out for the early lead ahead of Mark Beamer, Jeff Lampe, John Lundy and Kevin Foley. Beamer made a miscue exiting a turn, while Lampe, Lundy and Foley shot by. Foley then displaced Lundy in the sweeper to move into third. Lampe and Foley hounded McElvaine, until Foley slipped by both Lampe and McElvaine to take over the point position. Lampe also passed McElvaine two turns after Foley did, but found out why he is the defending champion for Foley had already opened up a big lead. Lampe then fell, letting Lundy and Steve Dumond move into the top five. This gave Team Green/Performance Engineering/Fox/Oakley/FMF/Shoei/Dunlop/Renthal-backed Foley an even bigger lead that he would hold to the finish. McElvaine, Lundy, Dumond and Ed Kiley followed him home.

Kiley grabbed the secon-moto holeshot over Steve Dye, McElvaine, Lampe, and Lundy. McElvaine sliced his way to the front with Lampe on his fender. Lampe then jumped by McElvaine to leave the field on lap two, with Foley working his way up after a mid-pack start to pass McElvaine in the same place that Lampe did. Foley pressed on to cut into Lampe's advantage and made the pass on the fourth circuit before distancing himself from the field to take the win over Lampe, McElvaine, Lundy and Dumond.

Latina rocketed into the lead to start the first 125cc A Mod moto and built up a 25-second lead, that he would not relinquish, to take an easy win. When the field rounded the first turn of the second moto, Kenny Yoho led the way as Latina, Despain, Brown and Dunkel gave chase. Latina on his Team Green/Performance Engineering/Fox/Oakley/Shoei/Troy Lee/Uni/N-Style/WOR/CTi/Acerbis/Renthal/Power Bar/Pirelli/Works Connection/Tsubaki/Cycle Sports Center-backed KX sailed by Yoho on the middle double to pick up were he left off in moto one. Yoho stayed close and made a last lap pass to finish second behind Latina.

After finishing around tenth in the last chance qualifier at the Charlottle Supercross, Travis Blackburn drove all night to win the 250 A Modified division with a consistent 3-2 score. Yoho took the first moto victory over Ricky Hampshire and Blackburn. Josh Latina finished fifth in the first moto and won the second moto over Blackburn and Hampshire.

Results

Pee Wees (4-6): 1. Kyle Orr (Yam); 2. Andy Natusek (Yam); 3. Marisa Hampshire (Yam); 4. Michael Lozaw (Yam); 5. Davi Millsaps (Yam).

P/W (7-8): 1. James Stewart (Yam); 2. Jason Wood (Yam); 3. Kyle Willison (Yam); 4. Rob Holstein (Yam); 5. Matt Goerke (Yam).

85 (7-11) STK: 1. Kyle Farnell (Yam); 2. Tyson Hadsell (Suz); 3. Chaz Northey (Kaw); 4. Troy Adams (Yam); 5. Ray Loggins (Hon).

85 (12-13) STK: 1. August Lasberg (Kaw); 2. Jessie Ballard (Suz); 3. Clint Shealy (Kaw); 4. Andrei Boloni (Suz); 5. Scott Moore (Kaw).

85 (14-15) STK: 1. Ricky Carmichael (Kaw); 2. Louis Lively (Yam); 3. Jason Thomas (Kaw); 4. Ray Hansen (Suz); 5. Vincent Duval (Yam).

125 YTH (12-15) STK: 1. Ken Jones (Hon); 2. Darren McElhatten (Suz); 3. Ray Hansen (Kaw); 4. Dan Newberry (Hon) 5. Steve Servis (Suz).

65 (7-11) STK: 1. James Stewart (Kaw); 2. Jeremy McDow (Kaw); 3. Troy Adams (Kaw); 4. Jason Bell (Kaw); 5. Chaz Northey (Kaw).

85 (9-13) MOD: 1. Kyle Farnell (Yam); 2. Jessie Ballard (Suz); 3. Clint Shealy (Kaw); 4. August Lasberg (Kaw); 5. Tyson Hadsell (Suz).

85 14-15 MOD: 1. Ricky Carmichael (Kaw); 2. Jason Thomas (Kaw); 3. Ray Hansen (Kaw); 4. Bubba Woodham (Suz); 5. Louis Lively (Yam).

125 YTH (12-15) MOD: 1. Ken Jones (Hon); 2. Darren McElhatten (Suz); 3. Jason Thomas (Kaw); 4. Chris Lang (Kaw).

125 A STK: 1. Shawn Dunkel (Hon); 2. Erick Claisse (Suz); 3. Paul Currie (Kaw).

125 A MOD: 1. Josh Latina (Kaw); 2. Shawn Dunkel (Hon); 3. Andrew Despain (Hon); 4. Kenny Yoho (Suz); 5. Erick Claisse (Suz).

125 B STK: 1. Jason Sybert (Kaw); 2. Jarrett Tipping (Suz); 3. Steve Hyatt (Yam); 4. Chris Manning (Suz); 5. Wayne Wilkie (Kaw).

125 B MOD: 1. Jason Sybert (Kaw); 2. Steve Hyatt (Yam); 3. Chris Manning (Suz); 4. Lonny Bischoff (Suz); 5. Ken Jones (Hon).

125 C STK: 1. Ronnie Renner (Yam); 2. Clint Frank (Hon); 3. Travis Willis (Hon); 4. James Joiner (Hon); 5. Jason Freeman (Suz).

125 C MOD: 1. Ronnie Renner (Yam); 2. James Joiner (Hon); 3. Travis Willis (Hon); 4. Clint Frank (Hon); 5. Bryan Griffin (Kaw).

250 A STK: 1. Daniel Crawford (Yam); 2. Paul Currie (Kaw); 3. Scott Walker (Kaw).

250 A MOD: 1. Travis Blackburn (Kaw); 2. Ricky Hampshire (Suz); 3. Kenny Yoho (Suz); 4. Josh Latina (Kaw); 5. Jason Brown (Yam).

250 B STK: 1. Jason Sybert (Kaw); 2. Jarrett Tipping (Suz); 3. Jeff Neilander (Hon); 4. Tim Eggers (Suz); 5. Joey Clark (Kaw).

250 B MOD: 1. Jason Sybert (Kaw); 2. Jarrett Tipping (Suz); 3. Ken Jones (Hon); 4. Jeff Neilander (Hon); 5. John Lake (Kaw).

250 C STK: 1. Derrick Januszyk (Hon); 2. Brian Merrick (Hon); 3. Keith Jones (Hon); 4. Gary Emerson (Kaw); 5. Brett Bohannon (Kaw).

250 C MOD: 1. Derrick Januzsyk (Hon); 2. Jason Chamber (Hon); 3. Mike Reilly (Yam); 4. Greg Wright (Hon); 5. Chris Morgan (Kaw).

25+: 1. Kevin Foley (Kaw); 2. Lee McElvaine (Yam); 3. John Lundy (Yam); 4. Jeff Lampe (Suz); 5. Steve Dumond (Suz).

30+ A: 1. Kevin Foley (Kaw); 2. Dan Crawford (Yam).

30+ B: 1. Wyn Kern (Kaw); 2. Tim Eggers (Suz); 3. Keith Waddell (Hon); 4. Mitch Holstein (Kaw); 5. Jim Marchant (Kaw).

40+: 1. Ike DeJager (Hon); 2. Charles Kiesel (Kaw); 3. Randy Kelly (Kaw); 4. Tom Fogg (Kaw); 5. Ernie Mollan (Hon).

WMN: 1. Gina Perry (Kaw); 2. Beth Rewis (Kaw); 3. Tracy Moore (Hon); 4. Brianna Millsaps (Kaw); 5. Colleen Millsaps (Yam).

OPEN NOV B/C: 1. Keith Waddell (Hon); 2. Mitch Holstein (Kaw); 3. Greg Alspaugh (Hon); 5. Adam Thornton (Kaw).

Branson blasts Starwest MX

By David A. Procida

MORENO VALLEY, CA, APR. 2

Glen Branson picked up where he left off last season at Starwest Supercross Park - in the winner's circle.

After missing the season opener in this best six of eight series, the Race Shop-sponsored Branson came out smoking in moto one, leading the large pack of 125cc Novices through turn one. Josh Fink was riding the wheels off his YZ in an attempt to keep close to Branson while Danny Montana ran third. Pete Roles was working toward the front after a mid-pack start.

Roles improved on his position when he went to the outside berm and railed his way around Montana, who then retaliated and dove under Roles in the following turn, while behind him, Eddie Legliu slipped into fifth place.

Up front, Branson was on the gas and opened up a fair lead over the battle for second as Montana closed the gap back up to Fink's rear fender, looking for an opening. Montana attempted a last-lap pass and almost crashed, but recovered to hold onto third behind Branson and Fink. Rounding out the top five were Roles and Enscoe.

Moto two saw another patented Branson holeshot with Montana and Fink going side by side over "The Launcher;" when the two emerged from over the big step-down, Montana had the second spot. Fink and Montana swapped second back and forth for over half of the lap before Montana suddenly slowed and then pulled off the track. This left Fink alone to pursue Branson, who had opened up a 10-bike-length lead that had Fink in over his head attempting to close the gap. Neil Alonzo had gotten a better jump off the gate this moto and was now running up in the number three slot.

When Branson saw that he was losing ground to Fink, he began to pick up the pace a notch. Behind Fink, Enscoe had now closed on Alonzo with Adam Pierce joining the fray. The three would continue to battle all the way to the checkered flag, finishing a few seconds behind Branson and Fink. After moto two, the top five overall were Branson, Fink, Enscoe, Legliu and Alonzo.

Results

P/W BEG D-1: 1. Hollis Lusk (Itj); 2. Andrew Petrie (Yam); 3. Scott Martin (Yam); 4. Justin Workman (Yam); 5. Nathan Litwin (Yam).

P/W BEG DIV II: 1. Michael La Paglia (KTM); 2. Bryan Bird (Yam); 3. Steven Brewis (Yam); 4. Pat Pennington (Yam); 5. Austin Burleston (Yam).

P/W STK A: 1. Chad Munn (Yam); 2. Tommy Cochran (Yam).

P/W STK B: 1. Jeff Bell (Yam); 2. Donald Challar (Yam); 3. Kyle Foltz (Suz); 4. Shay Weaver (Yam); 5. Brent Harman (Yam).

P/W MOD A: 1. Chad Munn (Yam); 2. Tim Kautz (Yam).

P/W MOD B: 1. Kyle Foltz (Yam); 2. Justin Wilson (Yam); 3. Kyle Jeffries (Yam); 4. Michael Parker (Yam); 5. Justin Cody (Yam).

P/W STK SX: 1. Cale Wallace (Yam); 2. Daniel Taft (KTM); 3. Joshua Grant (Yam); 4. Justin Munyon (Yam); 5. Ricky Oliver (Yam).

60 (6-8): 1. Daniel Taft (Kaw); 2. Cale Wallace (Kaw); 3. Joshua Grant (Kaw); 4. Jesse Mock (Kaw); 5. Justin Lavorie (Kaw).

60 (9-11): 1. Chris Rogers (Kaw); 2. Jason Ciarletta (Kaw); 3. Daton Beavers (Kaw); 4. Nick Alverez (Kaw); 5. Andy Pierce (Kaw).

80 (0-11): 1. Chris Rogers (Suz); 2. Jason Ciarletta (Suuz); 3. John Hopkins (Kaw); 4. J.R. Terry (Suz); 5. Shawn Hamblin (Yam).

80 (12-13): 1. Bullfrog Newcomer (Hon); 2. Tim Langdon (Kaw); 3. Brandon Dahlgren (Yam).

80 (14-16): 1. Danny Carlson (Kaw).

80 (12-16) BEG: 1. John Sanders (Suz); 2. Chris Llewellyn (Suz); 3. Chad Schmidt (Kaw); 4. Sean Clarke (Kaw); 5. Shawn Scott (Suz).

125 BEG: 1. Jason Coleman (Suz); 2: Cory Gibbons (Yam); 3. Mark Cira (Hon); 4. Mike Gibson (Hon); 5. Ken Friant (Hon).

125 NOV: 1. Glenn Branson (Suz); 2. Josh Fink (Yam); 3. Chuck Enscoe (Yam); 4. Eddie Legliu 5. Neil Alonzo (Hon);

125 INT: 1. Dean Van Riper (Kaw); 2. Shawn Ellis (Suz); 3. Tim Beatty (Yam); 4. Jimmy Deever (Hon); 5. Dennis Turner (Kaw).

125 PRO: 1. Don Upton (Yam).

250 BEG: 1. Jared Hanebrink (Kaw); 2. Peter Jenkins (Hon); 3. Jason Omanson (Yam); 4. Greg Perry (Yam); 5. Justin Turner (Kaw).

250 NOV: 1. Pete Roles (Suz); 2. Dwight Rader (Kaw); 3. Lance White (Yam).

250 INT: 1. Steve Cox (Hon); 2. Dennis Turner (Yam).

250 PRO: 1. Donald Upton (Yam); 2. Jeff Tifton (Suz); 3. Shay Fretwell (Hon).

25+ BEG: 1. Cy Zuidema (Yam); 2. Bob Morel (Yam); 3. James Adair (Yam); 4. Scott Prescott (Yam); 5. Doug Lovett (Suz).

25+ INT: 1. Tony Feldhaus (Hon); 2. Doug Yarnell (Yam); 3. Joel Seals (Kaw).

30+ BEG: 1. T.C. Brinegar (Hon); 2. Jim Underwood (Hon); 3. Scott Davis (Hon); 4. Johnny Jackson (Kaw); 5. Mike Jackson (Yam).

30+ NOV: 1. Marc Keech (Suz); 2. Blake Orgill (Kaw); 3. Jon Nixon (Kaw); 4. Mike Dunlap (Kaw); 5. Dave Simmons (Yam).

40+ NOV: 1. Ray Simmons (Suz); 2. Dan Hanebrink (Kaw); 3. Walter Porter (Suz).

Morgan chills at Aurora MX

By John and Dawn Clifford

AURORA, CO, MAR. 25

Racers and fans had to endure near sub-zero wind chill at the Aurora MX facility but were rewarded with handlebar-banging action as Kawasaki-mounted Shawn Morgan scored a win in the 250cc Pro class.

The first 250cc Pro moto thundered out of the gate with Andy Atkins ahead of Keith Campbell, Jared Carlson, Bryan Curtis and Chad Wollaston. Morgan was mired in traffic with Kip Sandell and Wayne Balliett. Carlson miscued and fell to sixth while Morgan mounted a huge charge and made his way up to fourth behind Curtis, who was steadily closing in on Campbell. Morgan's speed forced Curtis to pass Campbell or be passed, and both drove around Campbell in a sweeper corner. Morgan and Curtis tussled, but Morgan broke free and then closed on Atkins. Morgan was riding like a man possesed and got by Atkins, with Curtis in tow, two laps from the end of the moto. The two Vickery Kawasaki/Team Green riders crossed, passed and marvelled the crowd to the white flag. Still going back and forth until the final corner, Atkins was again leading Morgan, with Curtis close, when Morgan went for the pass and hit Atkins. Curtis slipped by the two with corners left and held on for the victory. Atkins finished just in front of Morgan.

In the second moto, Morgan cornered first, leading Atkins, Curtis, Wollaston, Merwin, Carlson and Balliett. Morgan fougth with Atkins for a while, but this time broke free and set his own pace to victory and the overall. Curtis got close to Atkins, but couldn't quite catch him, finishing third in the moto. Atkins' 1-2 moto finishes were good for second overall.

Results

SR A: 1. David Wollaston (Yam); 2. Pete Edmisten (Hon); 3. Dwight Catalano (Yam); 4. Mark Poindexter (Kaw).

SR B: Gene Sass (Yam); 2. Brent Bean (Yam); 3. Terry Fryendall (Yam); 4. John Frilund (Hon).

S/SR: 1. David Wollaston (Yam); 2. Bart Kellogg (Yam); 3. Gary Shiramiza (Yam); 4. John Malsam (Suz).

SR NOV: 1. Bob Meyer (Kaw); 2. Kiri Royer (Yam); 3. Murel Connet (Yam); 4. Dave Wohlgemuth (KTM).

WMN: 1. Brooke Renker (Kaw).

P/W NOV: 1. Jason Guerrero (Kaw); 2. Nathan Sharp (Kaw); Matt Guerrero (Kaw); 4. Brady Sharp (Kaw).

P/W B: Andrew Short (Kaw); 2. Cody Jensen (Kaw); 3. Marc Warmuth (Kaw); 4. Adam Burris (Kaw).

50 NOV: 1. Christopher Phelan; 2. Matt Burris (KTM); 3. Michael Carder (Yam); 4. Chris Flesia (Yam);

80 NOV: 1. Ryan Cook (Kaw); 2. Keith Zulian (Kaw); 3. Brandon Hurtado (Hon); 4. Ryan Cook (Kaw).

125 NOV: 1. Justin Velder (Hon); 2. Torrey Vytlacil (Kaw); 3. Ben Truscott (Yam); 4. Rodney Brewster (Kaw).

250 NOV: 1. Robert Sass (Yam); 2. Terry Belisle (Yam); 3. Randy Baker 4. Clay Cololin (KTM).

VET NOV: 1. Steve Shaver (Yam); 2. Ed Hayworth (Hon); 3. Jim Clawson (Yam); 4. Allen Randa (Yam).

OPEN NOV: 1. Todd Scott (Yam); 2. Terry Belisle (Yam); 3. Robert Sass (Yam); 4. Craig Buck (Yam).

125 B: 1. Forrest Jeske (Hon); 2. Brock Jeske (Hon); 3. Bobby Fitch (Hon); 4. David Campbell (Yam).

125 PRO: 1. Andy Atkins (Kaw); 2. Chad Wollaston (Yam); 3. Jared Carlson (Kaw); 4. Scott Fulcher (Kaw).

250 B: 1. Nolan Martin (Kaw); 2. Tony Costa (Yam); 3. David Mills (Yam); 4. Lou Schellenberger (Kaw).

250 PRO: 1. Shawn Morgan (Kaw); 2. Andy Atkins (Kaw); 3. Bryan Curtis (Yam); 4. Chad Wollaston (Yam).

VET B: 1. Dave Lindeman (Hon); 2. Glenn Sharp; 3. Russ Coleman (Yam); 4. Tim Kleensang (Kaw).

VET PRO: 1. Bryan Curtis (Yam); 2. Shawn Smith (Yam); 3. Mark Flesia (Suz); 4. Dave Danko (Hon).

OPEN B: 1. Darrin Connet (Suz); 2. Scott Hoffman (Hon); 3. Steve Stewart; 4. Bobby Fitch (Hon);

OPEN PRO: 1. Keith Campbell (Yam); 2. Shawn Morgan (Kaw); 3. Andy Atkins (Kaw); 4. Wayne Balliet (Yam).

Healey triples Budds Creek MX

By Bev Gibson

BUDDS CREEK, MD, MAR. 26-27

Mike Healey led the contingent of out-of-state riders competing on Saturday during the Pro Challenge weekend at Budd's Creek MX by winning the 250cc, Unlimited and 25+ Expert classes.

Healey went 1-1 in the 250/500cc A class, withstanding strong challenges from Ray Sommo, Badger Dzielak and Brian Carroll, but not one of them was able to pass him. In the Unlimited A class Healey's performance was almost identical to that in the 250/500cc A.

The two-day event offered a full schedule of races on Saturday. Sunday's excitement would have been heightened by the addition of more pro racers returning from the Charlotte

Supecross, but Mother Nature stepped in with a deluge of rain Saturday night and into Sunday morning that forced cancellation of Sunday's event.

Healey's single Expert class loss was in the 125cc A class where he grabbed the holeshot, only to pull off the track before the end of lap one. Virginia's Shawn Shultz took over the lead, though not for long. New Jersey's Mike Peat soon passed him for the lead and continued to pull ahead of the field for the next two laps until his crank failed, ending his day. The lead now fell to Brian Carroll who held on for the win, which combined with a more convincing win in moto two gave him top honors. Second overall was Maryland's Billy Schlag, and Ray Sommo was a consistent 3-3 for third overall.

Maryland's Tim Schmelyun was convincing in the Vet A class by taking both moto wins over New Jersey's Jerry Seip. Ken Blackwell recovered from a poor first moto to take second in moto two for third overall. Josh Sweat proved too strong for the rest of the 125cc B field. Stiff competition was expected from Billy Snook and John Schneider, but neither was able to race. After Sweat opened up almost a half-lap lead in both motos, there was no one in his way except lapped riders.

New Jersey's Ron Faisst proved to be the class rider in the 250cc B class by taking both motos and the overall win. Amber Hughes won both the 80cc A and Unlimited C classes, winning both Unlimited C motos over Robbie Wood.

Results

50 (4-6): 1. Curk Smart (Yam); 2. Buddy Biagi (Yam).
50 (4-8): 1. Alex Steckler (Yam); 2. Chase Shumate (Yam); 3. Dean Day (Yam).
60: 1. Stephen Grimes (Kaw); 2. Shane Barthole (Kaw); 3. Isha Wood (Kaw).
MINI (7-11): 1. A. Tsakanikas (Suz); 2. Chris Schueler (Suz); 3. Isha Wood (Suz).
80 A: 1. Amber Hughes (Suz); 2. Chris Huber (Hon); 3. Chris Brown (Kaw); Kenny Bailey (Kaw); Josh Wood (Yam).
80 B: 1. David Higginbottom (Kaw); 2. Paul Efantis (Yam); 3. Bradley Moser (Kaw).
125 A: 1. Brian Carroll (Suz); 2. Billy Schlag (Kaw); 3. Ray Somm (Yam); 4. Badger Dzielak (Hon); 5. Jay Rassa (Hon).
125 B: 1. Josh Sweat (Kaw); 2. Vince Guesti (Kaw); 3. Daniel Ross (Hon); 4. Ty Kontrath (Yam); 5. Robert Bowling (Kaw).
125 C: 1. Chris Brown (Kaw); 2. William Goner (Kaw); 3. Anthony Porter (Hon); 4. Daniel Dailey (Hon); 5. Ryan Thomas (Kaw).
125 D: 1. Tom Mix (Hon); 2. Jason Edwards (Kaw); 3. Thomas Schneider (Suz); 4. Dennis Anderson (Yam); 5. Kevin Mast (Kaw).
250/500 A: 1. Mike Healey (Hon); 2. Ray Sommo (Yam); 3. Badger Dzielak (Hon); 4. Brian Carroll (Suz); 5. Michael Moore (Kaw).
250 B: 1. Ronnie Faisst (Hon); 2. Jeremy West (Hon); 3. Daniel Ross (Hon); 4. Tom Littman (Hon); 5. Tom Scheuler (Hon).
250 C: 1. Jeff Hoffman (Yam); 2. Rob Thomas (Yam); 3. Mark Ingersoll (Suz); 4. Dave Vazzana (Hon); 5. Gerald Clarke (Hon).
250 D: 1. Floyd Celli (Kaw); 2. George Galyo (Hon).
U/L A: 1. Mike Healey (Hon); Ray Sommo (Yam); 3. Badger Dzielak (Hon); 4. Brian Carroll (Suz); 5. Michael Moore (Kaw).
U/L B: 1. Jeremy West (Hon); 2. Jay Harper (Yam); 3. Ty Kontrath (Yam).
U/L C: 1. Amber Hughes (Suz); 2. Robbie Wood (Suz); 3. John Barber (Hon).
+25 A: 1. Mike Healey (Hon); 2. Ray Sommo (Yam); 3. Jim McIlvaine (Hon).
+25 B: 1. Tim Mantooth (Hon); 2. Ted Crayton (Hon); 3. Rob Hendron (Hon).
VET A: 1. Tim Schmelyun (Kaw); 2. Jerry Seip (Kaw); 3. Ken Blackwell (Hon); 4. Jeff Provance (Hon); 5. David Grimes (Hon).
VET B: 1. Tim Mantooth (Hon); 2. George Terzian (Hon); 3. Jeff Hoffman (Yam); 4. Larry Kelley (Suz).
SR: 1. Brian Batterson (Kaw); 2. Chris Lee (Hon); 3. Wayne Sody (Kaw).

Dupree dusts Barona ST

By Fred Windum

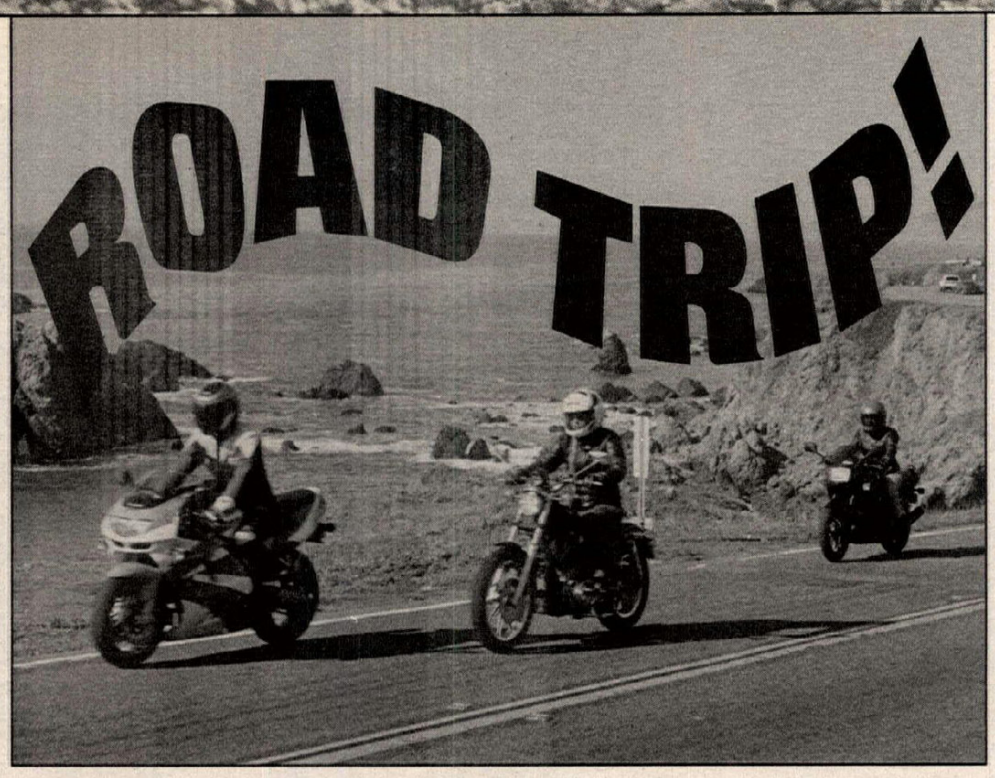
RAMONA, CA, APR. 2

John Dupree dominated the 600cc Expert class at the inaugural running of the Southern California Flat Track Association short track races on the high banks of Barona Raceway in the mountains above Ramona.

Elliott Iverson led the first heat into turn one chased by Dave Brant and Dupree. The three Yamaha riders battled around to the back straight where Dupree pushed his way into second followed by Zimm Udovich and Tyson Voll. Dupree then tried to stuff his bike to the inside to gain the lead. Iverson low-sided going into turn three, giving the heat win to Dupree. Brant was second, followed by Udovich, Voll and Erich Martin.

Barona's banking makes starts on the front straight tough, so starts leave from the infield. Iverson had the starting procedure dialed in and once again took off ahead of the pack with Dupree and Brant in tow until Dupree took the lead away down the back chute. When Brant's Yamaha came to halt with a broken rod, Iverson started to pressure Dupree for the lead by sneaking a wheel inside around turns one and two, but that charged stopped abruptly when Iverson slipped in some of the oil that Brant had left behind and endoed down the back straight. Udovich and Voll managed to avoid the downed bike and rider to take second and third as Dupree scored another heat win.

Dupree and Iverson slammed their way to the front of the 20-lap main, with Iverson having



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1993 SPANISH (Jarama) GRAND PRIX

(#88D) After four years of trying, Brazilian Alex Barros finally won a 500cc Grand Prix, his victory coming in the final round of the World Championship Road Race Series in Jarama, Spain. The Lucky Strike Suzuki rider became the first Brazilian to ever win a 500cc GP, moving into position to pick up the pieces as three of the top four riders crashed out of the race.

With the 500cc World Championship already won by Kevin Schwantz, attention in Jarama shifted to the battle for the 250cc World Championship. In the first race of the day, Japan's Tetsuya Harada won the 250cc Grand Prix, becoming the first Japanese rider to win a World Championship since Takazumi Katayama won the 350cc crown in 1977.

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Ray Hensley (291), Larry Linkogle (236), Steve Andrich (128) and Don Upton (59) battled in the 125cc Pro class during the GFI Super Saturday MX at Perris Raceway.

the advantage on the back straight of the track and Udovich, Voll and Martin tagging along. Udovich then tossed his Rotax down in turn four, getting a red flag and a restart for his efforts.

Once again Iverson and Dupree battled in the lead through the first corners and down the back straight, with Iverson's bike getting some new racing stripes from rubbing against Dupree's front tire. Udovich again tossed his bike away and was out of the race.

The third, and final, restart went to Dupree with Iverson and Voll hot on his heels. Dupree began to pull away, leaving the race for second spot between Iverson and a charging Voll. Hoping for a mistake from Iverson, Voll began to drive for the second spot. The hoped-for mistake came on lap 16 when Iverson slid out in the same spot where Udovich went down, and out. Dupree took the checkered flag for the main event win with Voll in second and Iverson remounting to finish third.

Results

600 EX: 1. John Dupree (Yam); 2. Tyson Voll (Yam); 3. Elliott Iverson (Yam); 4. Erich Martin (Yam); 5. Zimm Udovich (Rtx).

Kiesler rambles to London Motocross win

By Gwenn Harris

LONDON, KY, MAR. 26

Kawasaki-mounted Steve Kiesler rode to victory in the 250cc B Stock class in an exciting season opener at Daniel Boone MX Park.

The first moto of the 250cc B in this year's Yamaha Hillbilly Classic, a Loretta Lynn Qualifier event, was characterized by fast-moving, hard-battling action as Kiesler fought Shane Jenkins and John Black for the win. Kiesler took the holeshot in the first moto and led the first lap, but Jenkins took over the lead on the second lap and held it for two laps before crashing in the supercross section. Black took advantage of the situation, grabbing the lead to win the moto.

The second moto was cut short one lap due to impending rain. Kiesler took the holeshot and led two laps, riding side by side with Jenkins most of the way, then Jenkins passed Kiesler in the sweeper and took the lead on lap three. But Kiesler showed that he was made of tough stuff and was really jamming when he passed Jenkins to regain the lead when they jumped into gravity cavity. Kiesler finished first in the moto and took the overall win; he also finished second in the very difficult 25+ class.

The 125cc C stock class was a large class with plenty of fast-paced racing all over the track. Keith Lewis was able to pull out the win in both motos on his Honda.

Results

50 STK (4-6): 1. Alexander Rossi (Yam); 2. Darin Down (Yam); 3. Dustin Booker (Yam); 4. Justin Sipes (Itj); 5. Allen Rossi (Yam).

50 STK (7-8): 1. Bradley Weiss (KTM); 2. Shane O'Banion (Itj); 3. Broc Porter (Yam); 4. Derek Briggs (Yam); 5. Rob Wooden (Yam).

65 STK: 1. Josh Faustino (Kaw); 2. Robert Turley (Kaw); 3. J.R. Carter (Kaw); 4. Ryan Sipes (Kaw); Jeffrey Fields (Kaw).

80 STK (7-11): 1. Ben Riddle (Kaw); 2. Robert Turley (Suz); 3. Josh Faustino (Yam); 4. Anthony Weber (Suz); 5. Devon Hedrick (Kaw).

80 STK (12-13): 1. Matt Walker (Kaw); 2. Aaron Lindsey (Kaw); 3. Paul Karle (Kaw); 4. Chad Ryan (Yam); 5. Nicholas Bucholz (Yam).

80 STK (14-15): 1. Jake Morris (Yam); 2. Justin Guthrie (Kaw); 3. Anthony Danico (Suz); 4. Brian Hodges (Yam); 5. Adam Vaughn (Kaw).

80 D: 1. Travis Bailey (Suz); 2. Frank Dring (Suz); 3. John Smith (Hon); 4. Jeremy Young (Yam); 5. Derek Hooper (Yam).

125 STK (12-15): 1. Jon Boruff (Hon); 2. Matt Harrison (Kaw); 3. Ricky Hembree (Suz); 4. Brandt Cashion (Yam); 5. Brian Bourne (Kaw).

125 B STK: 1. Steve Hensley (Hon); 2. Chris Turner (Hon); 3. Daren Turner (Suz); 4. Jody Cooper (Suz); 5. Eric McHatton (Suz).

125 C STK: 1. Keith Lewis (Hon); 2. Fonzo Stanley Jr. (Kaw); 3. Jason Waters (Kaw); 4. Colt Beal (Suz). 5. Christopher Hedrick (Hon).

125 D STK: 1. Ricky Hembree (Suz); 2. Mickey Fink (Yam); 3. R.M. Shearer (Hon); 4. Rusty Hedrick (Yam); 5. Jeffrey Halsey (Hon);

250 A STK: 1. Mark David Culton (Hon); 2. Scott Uebelhor (Yam); 3. Scott Meredith (Kaw); 4. Jindrich Gref (Kaw).

250 B STK: 1. Steve Kiesler (Kaw); 2. John Black (Yam); 3. Shane Jenkins (Kaw); 4. Gary Winters (Kaw); 5. Paxton Mendelssohn (Hon).

250 C STK: 1. Raymond Terry (Hon); 2. Mike Baker (Kaw); 3. Jeff Brown (Suz); 4. Eric Reed (Yam); 5. Steve Collins (Hon).

250 D STK: 1. Dennis Cox (Hon); Keith Cottongim (Suz); 3. Duane Hensley (Yam); 4. Joel Bailey (Yam); 5. William Huckelby (Suz).

WMN: 1. Kathy Uebelhor (Kaw); 2. Sarah Klamfoth (Kaw).

SCHBY: 1. Justin Guthrie (Kaw); Adam Vaughn (Kaw).

N/C: 1. Steve Jacobs (Hon); 2. Eddie Peffer (Hon); 3. Timothy Gulley (Suz); 4. Keith Cartwright (Hon); 5. Don Estes (Yam).

U/L AM: 1. Brian Denoss (Suz); 2. David Owen (Hon).

25+ A: 1. Timothy Smith (Yam).

25+ B: 1. Steve Hensley (Hon); 2. Steve Kiesler (Kaw); 3. Paxton Mendelssohn (Hon); 4. Gene Hodge (Yam); 5. Daren Turner (Suz).

30+ C: 1. Gene Hodge II (Yam); 2. Don Labarowski (Hon); 3. Darrell Jones (Hon); 4. Dennis Halcomb (Kaw); 5. Gene Campbell (Hon).

40+: 1. Steve Riddle (Kaw); 2. Jindrich Gref (Hon);

OPEN: 1. Reese Martin (Hon); 2. Jammye McQuade (Hon).

Dobb doubles up at Perris MX

By Tony Alessi

PERRIS, CA, APR. 2,

Team SplitFire/Hot Wheels/Kawasaki-backed James Dobb piloted his KXs to a four-moto sweep of both 125 and 250cc Pro classes during the GFI Super Saturday MX at Perris Raceway.

The first 125cc Pro moto saw Don Upton nail the holeshot with Brian Deegan, Honda of Troy's Craig Decker and Dobb in hot pursuit. By the third lap of the 10-lap race the action went from good to great as Dobb began to pick up the pace. By the start of the fourth lap, Dobb cut under Decker for third then shoved his way past Deegan for second. Dobb set after Upton and chased him for the next five laps before making a nail-biting pass for the lead at the end of a high-speed straightaway. Upton never gave up and kept his NCY Yamaha within striking distance right up to the finish, but he would have to settle for second. Decker got the best of Deegan for third while Greg Schnell completed the top five.

Dobb pulled the holeshot in the second 125cc Pro moto then waved good-bye as he motored home with an easy win. Upton suffered a horrid start, charging from second-to-last to third behind runner-up Decker. Deegan once again finished fourth with Larry Linkogle finishing an impressive fifth.

Clint Willis proved he was the king of the Novice ranks by posting an impressive four-moto sweep of both 125 and 250cc Novice classes. The Wiseco Pistons/Yamaha of Salinas-backed Willis jumped farther, braked later and rode harder than his competition en route to total domination of each class. Pete Roles was a fast starter in each race and the runner-up in the 250cc Novice class, topping long-time rival Bret Milan, who could finish no better than fourth. Matt Wallace, who raced his first race in over a year, finished a solid third while Cougan McGruder was fifth.

Results

50 STK NOV: 1. Michael Pankeu (Yam).

50 MOD NOV: 1. Steven Brewis (Yam).

50 S/STK NOV: 1. Steven Brewis (Yam); 2. Tony Erb (Yam); 3. Jake Amson (Yam); 4. Dennis Howell (Yam); 5. Michael Panglea (Yam).

Aaron Athanas (11) beat David Schnitger (275) for the Echeconnee MX 125cc C win.

50 BEG: 1. Ricky Flowers (Yam); 2. Dennis Howell (Yam).

60 BEG: 1. J.J. Hall (Kaw); 2. Garrett Taylor (Kaw); 3. Luis Miguel (Kaw); 4. Carlos Gonzalez (Kaw); 5. John Lehmann (Kaw).

60 NOV: 1. Chris Rogers (Kaw).

60 INT: 1. Shane Bess (Kaw).

80 BEG: 1. Chris Rogers (Suz).

80 F/T: 1. Ryan Killiler (Yam).

80 NOV: 1. Shane Bess (Suz); 2. Randy Clark (Yam).

80 EX: 1. Jiri Dostal (Suz).

125 BEG: 1. Travis Ogburn (Kaw); 2. Robert Bateson (Hon); 3. Wes Carey (Yam); 4. Tim Elkins (Yam); 5. Keith Muraeka (Kaw).

125 NOV: 1. Clint Willis (Yam); 2. Darin Green (Kaw); 3. Chris Packwood (Kaw); 4. Pete Roles (Suz); 5. Richie Holt (Kaw).

125 INT: 1. Eric Schnell (Suz); 2. E.J. Wright (Suz); 3. Joe Ryan (Suz); 4. Mike Buttista (Kaw); 5. Dan Barnett (Yam).

125 PRO: 1. James Dobb (Kaw); 2. Craig Decker (Hon); 3. Don Upton (Yam); 4. Brian Deegan (Kaw); 5. Larry Linkogle (Hon).

250 NOV: 1. Clint Willis (Yam); 2. Pete Roles (Suz); 3. Matt Wallace (Suz); 4. Bret Milan (Yam); 5. Cougan McGruder.

250 INT: 1. Eric Schnell (Suz); 2. David Hughes (Kaw); 3. Casey Musick (Kaw); 4. Garth Milan (Kaw); 5. Steve Cox (Hon).

250 PRO: 1. James Dobb (Kaw); 2. Don Upton (Yam); 3. Brian Deegan (Kaw); 4. Craig Decker (Hon); 5. Greg Schnell (Suz).

Martin, Athanas attack Echeconnee Motocross

By Gary Crider

MACON, GA, MAR. 20

Over 390 entrants from a nine-state area converged on Echeconnee MX to kick off the 2nd Annual Georgia Spring Fling MX Series, with Tommy Martin claiming the lion's share of the Pro purse by winning three of the four A-division motos. Martin came back to win the 25+ class as well.

Aaron Athanas of Alabama gassed his Suzuki to the top of the 125cc C class via a hard-earned 1-3 score. Athanas' win in the first moto came after he wrestled the lead away from Jason Ivester in the late going. Ivester held on for second in the moto but then had problems in moto two, netting 10th overall. Joey Roland claimed the runner-up honors while second-moto winner Shaw Whitaker was out of trophy contention due to a DNF in moto one. Cody Kerns was third. Athanas returned to finish third overall in 250cc C racing behind winner Bobby Richards and runner-up Rusty Roberts.

Nick Citron was impressive as he set a blistering pace aboard his DGY/O'Neal/PJ1/FMF-backed Yamaha, winning both Senior Mini motos by a wide margin. Jon Simmons was second on a Kawasaki.

In Junior Mini racing, Freewheeling Honda's Chad Albritton did it the hard way as he came from far behind in both motos to win with a perfect score over a strong field. J.R. Morrow holeshot both motos but had to settle for runner-up gold over third-placed Lee Mullis.

Buck Hartzog rocketed to the Pee Wee first moto win on his Italjet ahead of Brandon Reed and Tyler Hubbard. Moto two saw Hartzog slowed by a spill while Clint Stagner put his four-stroke Honda out front for the moto win, but it was Yamaha-mounted Reed who earned top honors via a solid pair of second-place finishes. Stagner was second over Hubbard, Jessee Luttrell and Hartzog.

Results

50 P/W: 1. Brandon Reed (Yam); 2. Clint Stagner (Hon); 3. Tyler Hubbard (Yam); 4. Jesse Luttrell (Yam); 5. Buck Hartzog (Itj).

60: 1. Michael Sizemore (Kaw); 2. Matt Beaty (Kaw); 3. Joshua Queen (Kaw); 4. Daniel Miller (Kaw); 5. Wesley Segars (Kaw).

80 BEG: 1. Mark Ragsdale (Suz); 2. Gordon Wagoner (Kaw); 3. Brian Womack (Kaw); 4. Doug Sanders (Kaw); 5. J.R. Tucker (Kaw).

JR MINI: 1. Chad Albritton (Hon); 2. J.R. Morrow (Hon); 3. Lee Mullis (Kaw); 4. Casey Bullington (Suz); 5. Robin Wallace (Yam).

SR MINI: 1. Nick Citron (Yam); 2. Jon Simmons (Kaw); 3. Anthony D'Amico (Suz); 4. Bubba Woodham (Suz); 5. Chad Albritton (Hon).

SCHBY: 1. Christopher Bailey (Kaw); 2. Jon Simmons (Kaw); 3. Nick Citron (Yam); 4. Richard Wallace (Kaw); 5. Bubba Woodham (Suz).

125 BEG: 1. Dennis Kinlaw (Suz); 2. Shane Silvers (Hon); 3. Bryan Woods (Kaw); 4. David Nelson (Suz); 5. Corey Sears (Hon).

250 BEG: 1. Jeff Flemister; 2. Mark Butler; 3. Brooks Adair; 4. Duane Herndon (Kaw); 5. Owen Ballew (Yam).

125 C: 1. Aaron Athanas (Suz); 2. Joey Roland (Suz); 3. Cody Kerns (Suz); 4. Tim Hosfeld (Hon); 5. Jack Gill (Hon).

250 C: 1. Bobby Richards (Kaw); 2. Rusty Roberts (Yam); 3. Aaron Athanas (Suz); 4. Chris Denny (Kaw); 5. Chris Morgan (Yam).

125 B: 1. Mike D'Amico (Suz); 2. Jason Grier (Suz); 3. Jeff Giese (Suz); 4. David Dishman (Suz); 5. Buz Dyer (Hon).

250 B: 1. Rod Stuckey (Kaw); 2. Bryan Smith (Kaw); 3. David Jackson (Yam); 4. Tim Bruce (Hon); 5. Jon Krieger (Hon).

U/L AM: 1. Rod Stuckey (Kaw); 2. Buz Dyer (Hon); 3. James Grier (Suz); 4. Tim Bruce (Hon); 5. John Trissel (Hon).

25+: 1. Tommy Martin (Hon); 2. Mark Crazier (Hon); 3. Bobby Richards (Kaw); 4. Glenn Bates (Hon); 5. Tim Stokes (Yam).

30+: 1. Ross Johnston (Hon); 2. Glenn Bates (Kaw); 3. Tim Stokes (Yam); 4. Jay McClellan (Yam); 5. Gary Graham (Hon).

35+: 1. Kevin Matthews (Hon); 2. Donny Banks (Hon); 3. Kevin Brulé (Hon); 4. Benny Durrough (KTM); 5. Dale Deaton (Hon).

40+: 1. Kenny Hall (Hon); 2. Larry Hamrick (Suz); 3. Dana Benzing (Hon); 4. Shorty Goode (Suz); 5. J.A. Loden (Kaw).

125 A: 1. Adam Humphrey (Suz); 2. Tommy Martin (Hon); 3. Christopher Bailey (Kaw); 4. Dwayne Bone (Hon); 5. Mark Crazier (Hon).

250 A: 1. Tommy Martin (Hon); 2. Ross Johnston (Hon); 3. Ricky Palmer (Hon); 4. Adam Humphrey (Suz); 5. Christopher Bailey (Yam).

Edwards earns Starwest Motocross victory

By David A. Procida

MORENO VALLEY, CA, MAR. 26

Skip Edwards earned the bragging rights as Starwest Supercross Park's first 250cc Beginner class winner of the season, overcoming getting stuck in the gate in the first moto and a mid-pack start in moto two to do so.

The action in the 250cc Beginner class was kicked off with a killer holeshot by Chris Scherer, who rounded the first turn three bike lengths ahead of the pack. Edwards had his work cut out for him from the start when he got a bit overly rambunctious and got caught by the gate. Edwards then put on a charge and worked his way up into third, then second when Shawn Addy went down. Edwards took an inside line through the quad jumps to grab the lead from Jason Omanson on the white-flag lap and then opened up a lead of a few bike lengths, which he held to the checkered. Omanson claimed the runner-up slot with McMillen, Scherer and Gary Hein rounding out the top five. Addy, who had looked strong in the early going, chalked up a DNF after some rough going at mid-moto.

When the gate fell to start moto two, Chris Curtis snagged the holeshot only to lose the lead to Gary Hein on the second straightway. Omanson got another good jump off the gate and was running third, while Edwards was once again starting from the back of the pack.

Hein began to pull away only to bobble, allowing Curtis to close the gap. Curtis wanted the lead back in a big way and, as the pair entered the whoops, found a faster line and powered his way back to the front.

While all this was taking place up at the front, Edwards hammered his way past Davis, railed an outside line around Omanson and Hein, and then began to reel in Curtis. Edwards studied Curtis's lines for a few corners and then jumped to the far inside line on the infield double to take the lead. Curtis retaliated in the next turn and stuffed his way back into the lead. At every corner the lead went back and forth, with neither rider being able to hold onto it. Edwards waited for the quad rockers to make his move and set Curtis up, first going outside and then cutting to the inside, clearing all four jumps in a single jump. This gave the Suzuki-mounted Edwards the edge he needed and he took the checkered flag with a safe margin between himself and Curtis. Rounding out the top five were McMillen, whose pair of thirds earned second overall, Omanson, and Hein with a pair of fifths landing him in fourth overall ahead of Scherer.

Results

60 (6-8): 1. Jesse Mock (Kaw); 2. Cale Wallace (Kaw); 3. Justin LaVoie (Kaw); 4. Joshua Grant (Kaw).

60 (9-11): 1. Chris Rodgers (Kaw); 2. Daton Beavers (Kaw); 3. Andy Pierce (Kaw); 4. Matthew Colby (Kaw); 5. Matt McDaniel (Kaw).

80 (0-11): 1. Sean Hamblin (Yam); 2. Chris Rogers (Suz); 3. Todd Clayton (Yam); 4. John Hopkins (Kaw); 5. Chris Thorp (Kaw).

80 (12-13): 1. Michael Sleeter (Kaw); 2. Tim Langdon (Kaw); 3. Corey Clayton (Yam); 4. Brandon Dahlgren (Yam); 5. Tyson Taylor (Yam).

80 (14-16): 1. Danny Cadson (Kaw).

80 (12-16) BEG: 1. John Sanders (Suz); 2. Chris Llewellyn (Suz); 3. Andy Rasmussen (Yam); 4. Chad Schmidt (Kaw); 5. David Padilla (Kaw).

S/MINI: 1. Sean Hamblin (Yam); 2. Chris Rogers (Suz); 3. John Hopkins (Kaw); 4. Todd Clayton (Yam); 5. Michael Sleeter (Kaw).

125 BEG: 1. Mike Valentine (Yam); 2. Jaime Clabaugh (Yam); 3. Caleb Hawkins (Suz); 4. Troy Elder (Yam). 5. D.C. Eckenroth (Suz).

125 NOV: 1. Clint Willis (Yam); 2. Pete Roles (Suz); 3. Reginald Mitchell (Suz); 4. Neil Alonzo (Hon); 5. Jeremy Schmidt (Kaw).

125 INT: 1. Dean Van Riper (Kaw); 2. Shawn Ellis (Suz); 3. Ray Bowers (Hon); 4. David Hughes (Kaw).

250 BEG: 1. Skip Edwards (Suz); 2. Jeff McMillen (Yam); 3. Jason Omanson (Yam); 4. Gary Hein (Suz); 5. Chris Scherer (Hon).
250 NOV: 1. Clint Willis (Yam); 2. Lance White (Yam); 3. Larry Baker (Yam).
250 PRO: 1. Miller Scott (Hon); 2. John Sereika (Suz).
25+ BEG: 1. Jeff Fish (Suz); 2. Marty Silver (Hon).
30+ BEG: 1. T.C. Brinegar (Hon); 2. Scott Davis (Hon); 3. Jim Underwood (Hon); 4. Johnny Jackson (Kaw); 5. Jim Masters (Kaw).
30+ NOV: 1. Marc Keech (Suz); 2. Keith Dean (Suz); 3. Duane Greer (KTM); 4. Dale Armstrong (Kaw); 5. Terry Macrae (Suz).
40+ NOV: 1. Ray Simmons (Suz); 2. Steve Cobb (Suz).

Aguilar awesome at Lodi ST

By Mindyz Mac

LODI, CA, MAR. 26
Jamie Aguilar powered his Wood-Rotax to a wire-to-wire win in the Pro class during round four of Lodi Cycle Bowl's Saturday night short track race series.

Aguilar quickly jumped into the lead at the flash of the green starting light followed by Justin Ownbey and Dan McDonnell. Just behind the lead trio were Eric Bostrom, Allan McClellan and Mark Key.By the third lap the running order had already shuffled as McDonnell got by Ownbey to take over second while Key and Lonnie Pauley had displaced McClellan to take charge of fifth and sixth place, respectively.

The order remained the same at the halfway point of the race as the riders bumped and nudged each other in the corners, testing each other's wits. On the eighth lap, with Aguilar still leading and McDonnell in second, it was Key who made a move and took over third place by passing Bostrom and then Ownbey. Meanwhile at the front of the pack, Aguilar was on the gas and holding off the competition to cross the finish line and take the checkered flag first. McDonnell took the second spot, Key was third, Bostrom fourth and Ownbey completed the top five.

In the Open Expert class the lead pair of the Pro race switched places with McDonnell outdueling Aguilar to take the win, and Key again finishing third. This time Ownbey, in fourth, and Billy Martin rounded out the top five.

Action in the School Boy class saw Justin Hermeskey grab the holeshot and ride fast enough to lead every lap to take the win. But behind Hermeskey the racing action was hot between Tyson Silva, Toby Jorgensen and Chris Marquis. The three were often side by side with Silva leading the first three laps, but he was passed by Jorgensen on the fourth lap. On the fifth lap Marquis also passed Silva, dropping the youngster to fourth, but only temporarily, as he was able to retake third from Marquis on lap seven. Hermeskey took advantage of the battle behind him and built up a comfortable lead while Jorgensen also put some breathing room between himself and Silva. At the finish line the order was Hermeskey, Jorgensen, Silva and Marquis.

Gordon Rudy was the winner of the very competitive Vet A class that always puts on a good show for the crowd. Larry Greene took the start and led the pack around Lodi's fast quarter-mile oval for about four laps before Rudy, who had been running second, stole the lead from Greene. In trying to take back the lead, Greene instead found himself trying to hold off a hard-charging Bob McDonnell, who got by Greene to take second place as the pair exited turn four. Rudy went on to take the win followed by McDonnell. Greene held off Robert Grant to finish third.

Results

P/W STK C: 1. 1. Frank Lane (Yam); 2. Derek George (Yam); 3. Chuck Kuntz (Yam).
P/W STK B: 1. Scott Meyer (Yam).
P/W MOD: 1. Stewart Barber (Yam).
60 C: 1. Daniel Jenkins (Kaw).
80 C: 1. Tony Meiring (Kaw).
80 B: 1. Dusty Mendoza (Kaw).
80 A: 1. Toby Jorgenson (Hon); 2. Jesse Dawson (Kaw).
100 C: 1. Dorsey Ingojlia (Hon); 2. David Morgan (Hon); 3. Tony Meiring (Hon); 4. Phil Cascio (Hon); 5. Rhonda Cruse (Hon).
100 B: 1. Dominic DeMario (Hon); 2. Anthony DeMario (Hon).
100 A: 1. Toby Jorgensen (Hon); 2. Frank Nye (Hon).
OPEN C: 1. Jeremy Twitt (Hon); 2. Paul Brown (Yam); 3. Richard Arnold (Suz); 4. Mike Gallaty (Hon); 5. Kevin Deusper (Yam).
OPEN B: 1. Sammy Sabedra (Hon); 2. Levi German (Hon); 3. Justin Hermeskey (Rtx); 4. Gary Rogers (Rtx).
250 C: 1 Craig Gonzales (Yam): 2. Billy Jetrick (Hon); 3. Justin Olivera (Yam).
250 B: 1. Justin Hermaskey (Yam); 2. Levi German (Hon); 3. Zane Amaro (Hon),
250 A: 1. Helder Alvernaz (Kaw).
VET C: 1. Richard Arnold (Suz).
VET B: 1. Ed Miller (C-A)
VET A: 1. Gordon Rudy (W-R); 2. Robert McDonnell (H-D): 3. Larry Greene (W-R); 4. Robert Grant (Hon); 5. Stan Morris (Rtx).
VINT A/B/C: 1. 1. Eddie Dixon (Yam); 2. Chris Marquis (Hon).
SCHBY: 1. Justin Hermeskey (Rtx); 2. Toby Jorgensen (C-A); 3. Tyson Silva (Kaw); 4. Chris Marquis (Hon).
WMN: 1. Rhonda Cruse (Hon): 2. Michelle Lineaweaver (Hon); 3. Kimberly Gonzales (Hon).
OPEN A SPTSMN: 1. Robert Grant (Hon); 2, Bob Meiring (H-D); 3. Michelle DiSalvo (Yam); 4. James Judd (Rtx).
PRO EX: 1. Jamie Aguilar (H-D); 2. Daniel McDonnell (Rtx); 3. Mark Key (W-R); 4. Eric Bostrom (Rtx); 5. Justin Ownbey (Hon).
PRO AM: 1. Chris Fischer (Rtx); 2. Kevin Gonzales (Rtx); 3. Don Wilhite (Hon); 4. James Judd (Rtx); 5. John Gonzales (Rtx).

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1993 LAGUNA SECA U.S. GRAND PRIX

(#81D) American John Kocinski raced his Cagiva to a bittersweet win in the Laguna Seca USGP over Lucky Strike Suzuki's Alex Barros and Team Marlboro Roberts Yamaha's Luca Cadalora. Many in the crowd of 50,000 arrived for the weekend to learn the shocking news of Wayne Rainey's tragic crash and injury at the previous round at the Italian GP. While this cast a definite pall over the weekend's activities, the action on the racetrack unfolded a new chapter in motorcycle racing history, as Kevin Schwantz ascended to his first World Championship, while Michael Doohan crashed out leading the event, ending his quest for glory in 1994.

In 250cc action, what had been an insurmountable points lead for Japan's Tetsuya Harada vanished as Italy's Loris Capirossi assumed control of the 250 GP win at Monterey, and with it, the lead for the championship. This race also saw the Grand Prix debut of Kenny Roberts, Jr., who put together a solid ride to finish in the top ten. 55 minutes from Motovideo.

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Bret Cross rode to victory in the Vet Pro class at the Hi-mountain MX in Pozo, California.

OPEN A: 1. Dan McDonnell (Rtx); 2. Jamie Aguilar (H-D); 3. Mark Key (W-R); 4. Justin Ownbey (Hon); 5. Billy Martin (Rtx).

Holland king of Hi-mountain Motocross

By Mark Moore
Photo by Bryan Arebalo

POZO, CA, MAR. 20

Rusty Holland won all four motos for a clean a sweep and the lion's share of the money at the Hi-mountain MX facility in Pozo.

Holland was the winner of what may become a regular part of the series, an all-pro event in which pro riders can race any size bike. Holland got off to a slow start in the first moto but soon found his way to the front, and from there styled his way to the first-moto win. The second moto started out a little differently but still ended the same with the Suzuki-mounted Holland finishing first. Shawn Wynne and Brett Cross battled it out for second and third place, finishing in that order.

Cross, a former Maico support rider who recently got back into the sport, survived a hard-fought battle to win the Vet Pro class over Robert Weber and third-place rider Robert Reisinger. Weber holeshot both motos, but Cross made up ground quickly, eventually passing Weber for the win late in both motos.

Don Franklin was riding like a cowboy trying to wrestle a steer. Franklin had his hands full with his 270-pound bike, but was able to use all the power of his ATK 605 on the straights and hooked up hard in the loamy turns. Franklin appeared to have second place in the Vet class sewn up, but as he rounded the turn just past the start in the second moto's final stages, he went wide and clipped a hay bale, cartwheeling down the straight and ending his chances.

Results

51 (4-8): 1. Aaron Bergantz (Hon); 2. Jack Duval (Yam); 3. Kelly King (Hon).

65 (4-11): 1. James Fuller (Kaw); 2. Casey Segale (Kaw); 3. Stanley Lewis (Kaw).

85 NOV C: 1. Chad Austin (Yam); 2. Turbo Reif (Hon); 3. Jonathan Harris (Yam).

85 BEG D: 1. Charlie Powell (Hon); 2. Chris Dras (Kaw); 3. Jeff Miller (Kaw).

125 (12-15): 1. Michael Harrison (Kaw); 2. Ben Mueller (Suz); 3. Charlie Powell (Hon).

125 BEG D: 1. Zane Reif (Hon); 2. Mark Workentine (Euz); 3. Shane Skolil (Suz).

125 NOV C: 1. Clint Willis (Yam); 2. Michael Goldstein (Hon); 3. Leo Tidwell (Hon).

125 INT C: 1. Nathan Woods (Hon); 2. Matt Walker (Suz).

250 BEG D D-1: 1. Zane Reif (Hon); 2. Graham Flaherty (Hon); 3. Brent Nichols (Kaw).

250 BEG D D-2: 1. Greg Taylor (Hon); 2. Tim Dunn (Yam); 3. Brad Armstrong (Kaw).

250 NOV C: 1. Zak Crabb (Yam); 2. Duke Loppnow (Kaw); 3. Clint Willis (Yam).

250 INT B: 1. Nathan Woods (Hon); 2. Gus Mueller (Hon); 3. Craig Lane (Kaw).

250/500 PRO: 1. Rusty Holland (Hon); 2. Jerome Law (Yam); 3. Robert Weber (Hon).

OPEN BEG D: 1. Adam Entknap (Hon); 2. Nic Rositani (Yam).

OPEN NOV C: 1. Josh McRoberts (Hon); 2. Nathan Kennicutt (Hon); 3. Andy Wood (Hon).

OPEN INT B: 1. Robert Scott (Hon); 2. Russ Cracknell (Hus); 3. Rob Martindale (ATK).

25+: 1. Tom Belton (Kaw); 2. Franklin Rice; 3. Steve Javedan (Yam).

WMN: 1. Kay Knight (Suz).

VET BEG D: 1. Tim Dunn (Yam); 2. Chuck Reynolds; 3. Lance Kirk (Hon).

VET NOV C: 1. Lee Johnson (Yam); 2. Dessis Law (Yam); 3. Rob Martindale (ATK).

VET INT B: 1. Darin Layton (Yam); 2. Donald Leib (Kaw); 3. Mark Clark (Kaw).

VET PRO: 1. Brett Cross (Kaw); 2. Robert Weber (Hon); 3. Robert Raisinger (Kaw).

SR C: 1. Chris Knowlton (Kaw); 2. Keith Jones (Kaw); 3. Terry Evans (KTM).

SR B: 1. Lee Johnson (Yam); 2. Mike Ferro (Suz); 3. Da Toast (Yam).

SR A: 1. Steve Cameron (Yam).

S/SR: 1. Tod Rafferty (Suz); 2. Don Lallier (Suz); 3. George Walker (ATK).

2-STRK VINT: 1. Mike Beanway (Gre).

PRO: 1. Rusty Holland (Suz); 2. Shawn Wynne (Hon); 3. Brett Cross (Kaw).

Neilander, Pocorobba top guns at Dade City Motocross

By Kyle Myers

DADE CITY, FL, APR. 3

Jeff Neilander and Anthony Pocorobba were the dominant riders when the fourth round of the Florida Motocross Club Series visited Dade City Raceway, where hot weather and an extended track greeted the 150 riders.

When the gate dropped for the first 16-24 moto, Neilander blasted into the lead with Jeremy Fogg, Jason Thomas, James Joiner and David Wincott following. Scott Lamb and Wincott moved by Thomas and Joiner as the field entered the top half of the course for the first time. Lamb jumped by Wincott, then stuffed Fogg to move into second. Neilander held on for the win over Lamb, Fogg, Wincott and Jason Peres, who passed Thomas for the fifth spot.

In the second moto, Neilander again shot into the lead with Fogg, Wincott, Lamb and Joiner on his rear fender. Peres sailed by Joiner on the tabletop to fill the fifth spot. Lamb then motored by Wincott as the top five freight-trained around the track. The Honda-Suzuki-Kawasaki of Ocala/Performance Engineering-backed Neilander held off the pack to cross the finish line first for a double-moto victory. Fogg, Lamb, Wincott and Peres rounded out the top five.

Pocorobba was the only double-class winner on this Easter Sunday as he topped the 125 and 250cc A classes. In the first 125cc A moto, Anthony Paggio jumped out to take the early lead as Pocorobba and Darrel Martens trailed behind. Paggio appeared to have the win in the bag until a late-moto fall cost him the lead. Pocorobba inherited the position and took the win over Martens and Paggio.

In the second moto, Paggio again found himself out front with Pocorobba and Martens behind. Pocorobba jumped by Paggio on a drop-off to take the lead and number one spot. At the flag it was Pocorobba, Paggio and Martens.

In the 250cc A class Pocorobba and Ricky Hampshire battled the entire seven laps until Pocorobba railed Hampshire, causing him to crash, but Pocorobba stopped before the finish line and let Hampshire score the win. The second moto was all Pocorobba, who led wire to wire over Hampshire.

Results

P/W: 1. Kyle Williamson (Yam); 2. Randy Charron (Yam); 3. Barrett Smith (Yam); 4. Kyle Orr (Yam); 5. Cody Roth (Yam).

65: 1. Jeff Moore (Kaw); 2. Barrett Smith (Kaw); 3. Perry Kirton (Kaw); 4. Kyle Williamson (Kaw).

85 (7-11): 1. Tom Bragg Jr. (Yam); 2. Parker Kirton (Kaw); 3. Jason Carman (Kaw); 4. Josh Lane (Yam); 5. Perry Kirton (Yam).

85 (12-13): 1. Andrei Boloni (Suz); 2. Clint Shealy (Kaw); 3. Tim Bantle (Kaw); 4. Brandon Smith (Yam); 5. Jon McDade (Kaw).

85 (14-15): 1. Ray Hansen (Kaw); 2. Jason Thomas (Kaw); 3. Joe Pennuto (Kaw).

S/MINI: 1. Jason Thomas (Kaw); 2. Clint Shealy (Kaw); 3. Andrei Boloni (Suz); 4. Ray Hansen (Kaw); 5. Brandon Smith (Yam).

16-24: 1. Jeff Neilander (Kaw); 2. Jeremy Fogg (Kaw); 3. Scott Lamb (Hon); 4. Dave Wincott (Suz); 5. Jason Peres (Kaw).

25+: 1. Debbel Martens (Hon); 2. Bryan Abel (Hon); 3. Tim Eggers (Suz); 4. Steve Dumond (Suz); 5. Jerry Taylor (Hon).

30+: 1. Tim Eggers (Suz); 2. Drew Justice (Kaw); 3. Barry Case (Yam); 4. Danny Davis (Hon); 5. David Manchester (Hon).

35+: 1. Les Burnside (Hon); 2. Tom Bragg (Hon); 3. Robert Armstrong (Suz); 4. Tom Fogg (Kaw); 5. Danny Davis (Hon).

40+: 1. Tom Bragg (Hon); 2. Tom Paggio (Hon); 3. Tom Fogg (Kaw); 4. Charles Lehing (Hon).

125 BEG: 1. Steve Servis (Suz); 2. Mike Grosneck (Suz); 3. Curtis Sawyer (Suz).

125 A: 1. Anthony Pocorobba (Suz); 2. Anthony Paggio (Hon); 3. Debbel Martens (Suz).

125 B: 1. Scott Lamb (Hon); 2. Jeremy Fogg (Kaw); 3. Jason Peres (Kaw); 4. David Wincott (Suz). 5. Kyle Myers (Suz).

125 C: 1. James Joiner (Hon); 2. Ronnie Renner (Hon); 3. Robert Armstrong (Suz); 4. Sheldon McVay (Yam); 5. Davie Doyle (Suz).

250 A: 1. Anthony Pocorobba (Suz); 2. Ricky Hampshire (Suz).

250 B: 1. Steve Dumond (Suz); 2. Jeff Neilander (Hon); 3. Jason Chambers (Hon); 4. Bill Mumler (Hon); 5. Jerry Taylor (Hon).

250 C: 1. Les Burnside (Hon); 2. Brian Merrick (Hon); 3. Brett Bohannon (Kaw); 4. David Manchester (Hon); 5. Alan Trenthan (Hon).

OPEN NOV: 1. Mike Bragg (Hon); 2. Charles Lehing (Hon); 3. Dan Larson (Hon); 4. Rich Leonard (Hon).

Marx masters Aztec MX

By Mike Arnold Jr.

AZTEC, NM, MAR. 27

Honda rider Nicholas Marx rode to a hard-earned win in the 125cc Junior class at the opening round of the 1994 CMC/Aztec Motocross Series at Aztec MX.

The first 125cc Jumior moto began with Yamaha-mounted Jeff Montoya pulling the holseshot followed by Marx, Jerry Mills and Garrett Thimothy. Marx made his move for the lead at the start of the fourth lap. Montoya managed to stay close to Marx for one lap but eventually fell off the pace. When the checkered flag fell, Marx had secured the first-moto win with Mills, Montoya and Thimothy finishing second, third and fourth, respectively.

Moto two featured an addition to the class in the form of Jarrett Guillory, who had not competed in moto one and thus would not be a contender for the overall win. As the class shot out of the gate for the start, Marx nailed the holeshot with Guillory hot on his heels. As the duo entered the third turn, Guillory squeezed Marx and bulled his way into the lead. However, Guillory lost it in the whoops a half a lap later and crashed, allowing Marx to regain the lead while Guillory slipped to fourth. Over the next three laps, Guillory sliced through the pack but could never close the distance between himself and Marx. A visibly excited Marx crossed the finish line first in the second-moto to clinch the overall win, while Guillory finished second. Montoya, Mills and Thimothy rounded out the top five.

Results

P/W STK: 1. Mark Graddy (Yam); 2. Jeremy Farley (Yam) 3. Chester Onan (Itj).

P/W MOD: 1. Martin Montano (Yam); 2. Jacob Roach (Yam).

60 BEG: 1. Kyle Roach (Kaw); 2. Tony Martinez (Kaw); 3. Joella Montano (Kaw).

80 BEG: 1. Jesse Hathcock (Suz); 2. Brian Keegan (Yam).

80 JR: 1. B.B. Carter (Yam).

125 BEG: 1. Ryan Onan (Kaw); 2. David Hathcock (Suz); 3. Mike Arnold (Yam); 4. Jason Souers (Suz); 5. Scotty Beasley (Yam).

125 JR: 1. Nicholas Marx (Hon); 2. Jeff Montoya (Yam); 3. Jerry Mills (Kaw); 4. Jarrett Guillory (Hon); 5. Garrett Thimothy (Yam).

250 BEG: 1. Mike Smith (Kaw); 2. John Seidl (Kaw); 3. Nicholas Marx (Hon); 4. Tom Manzanares (Kaw); 5. Chris Deahr (Hon).

250 INT: 1. Troy Lesser (Suz); 2. Luke Fennewald (Suz); 3. Travers Wise (Kaw); 4. Pat Williams (Hon).

250 PRO: 1. Jules Farmer (Kaw).

500 AM: 1. Eddie Farley (Hon); 2. Jeff Montoya (Yam); 3. Troy Jeffers (Hon); 4. John Petrazewski (Hon).

500 PRO: 1. Jules Farmer (Kaw).

VET: 1. John Shelly (Yam); 2. Martin Montano (Hon).

Florio flourishes at Lake Whitney Motocross

By A. Phee

LAKE WHITNEY, TX, APR. 3

Suzuki-mounted Chris Florio overcame heavy competition and a new set of killer whoops to come home the winner in the 250cc Beginner class at the Lake Whitney Cycle Ranch.

As the first moto got underway, Michael Spain grabbed the holeshot followed closely by Florio. Robert Castianava and Troy Don Wills were third and fourth, respectively. Florio got bogged down in a mud hole, allowing Spain to pull away, then closed in on Spain through the whoop section but was unable to get by. Behind them Castianava maintained the third position and Wills yielded to a hard-charging Brandon McKinney.

Spain almost went down in the whoop section on the last lap, allowing Florio to close to within two bike lengths. At the finish, Spain took a close win over Florio. Castianava cruised to an easy third with Wills holding off McKinney for fourth.

In moto two, Spain grabbed another holeshot and was again followed by Florio, Castianava, and Wills. On lap two, Wills and Michael Schemers both went down before the camelback jumps, letting McKinney take over the fourth position with Spain still holding the lead and Florio following closely in second.

On the last lap, Florio got around Spain for the lead in the back sweeper section. Spain tried to regain first place but ended up crashing in the last turn. Florio took the win and the overall while Spain recovered to take second. Castianava again cruised to third and Wills followed in fourth.

Results

50: 1. Jonathan Kerr (Yam); 2. Brandon Thompson (Yam); 3. Wesley Thompson (Yam).

60: 1. Matt Hunter (Kaw); 2. Jeffery Antwine Jr. (Kaw); 3. Jonathan Kerr (Kaw); 4. Brandon Thompson (Kaw).

80 BEG: 1. Adam Coco (Hon); 2. Zack Christian (Suz); 3. Adam Sims (Kaw); 4. Heath Hendly (Kaw); 5. Kyle Dodrill (Kaw).

80 (7-11): 1. Taylor Watts (Yam); 2. Matthew Fleetwood (Kaw); 3. Scott Hickey (Kaw).

80 (12-13): 1. Beau Boynton (Kaw); 2. Chris Smith (Yam); 3. Kyle Dodrill (Kaw); 4. Billy Don Coxsey (Yam).

80 (14-16): 1. Jesus Marquez (Kaw); 2. Adam Sims (Kaw).

80 OPEN: 1. Jesus Marquez (Kaw); 2. Beau Boynton (Kaw); 3. Taylor Watts (Yam); 4. Matthew Fleetwood (Kaw); 5. Zack Christian (Suz).

125 BEG: 1. Michael Gleason (Hon); 2. Jason Shatto (Yam); 3. Blake Moffitt (Kaw); 4. Chuck LeMaster (Hon); 5. Corey Johnson (Suz).

125 NOV: 1. Chris Hamilton (Hon); 2. Jason Morris (Kaw); 3. Trip Samples (Kaw); 4. Doug Boyd (Kaw); 5. Gene Cantwell (Kaw).

125 INT: 1. Dennis Bonner (Kaw); 2. Jason Eckhoff (Kaw); 3. Jason Beam (Kaw); 4. Deacon James (Kaw); 5. Mike Battaile (Yam).

125 EX: 1. Kevin Foster (Suz); 2. Matt Feil (Hon).

125 OPEN: 1. Jason Eckhoff (Kaw); 2. Mike Battaile (Yam); 3. Jeff Smith (Suz); 4. Chris Hamilton (Hon); 5. Thomas McLaughlin (Hon).

250 BEG: 1. Chris Florio (Suz); 2. Michael Spain (Kaw); 3. Robert Castianava (Yam); 4. Troy Don Wills (Kaw); 5. Brandon McKinney (Hon).

250 NOV: 1. Trip Samples (Kaw); 2. Keith Beaty (Kaw); 3. Shadd Bowers (Hon); 4. Todd Watson (Kaw); 5. Jeff Pearson (Yam).

250 INT: 1. Mike Battaile (Yam); 2. Deacon James (Kaw).

250 EX: 1. Kevin Foster (Hon); 2. Matt Feil (Hon).

250 OPEN: 1. Deacon James (Kaw); 2. Lee Upton (KTM); 3. Brandon McKinney (Hon).

OPEN/500: 1. Kelly Fleetwood (Kaw); 2. Eli Harris (KTM).

0-25 NOV: 1. Shadd Bowers (Hon).

0-25 INT: 1. Lee Upton (KTM); 2. Thomas McLaughlin (Hon).

0-25 EX: 1. Willie Phee (Hon).

0-30 NOV: 1. Kelly Fleetwood (Kaw); 2. Preston Klutts (Yam); 3. Todd Watson (Kaw); 4. Chris Powell (Kaw); 5. Craig Hancock (Yam).

0-30 INT: 1. Sean Knaack (Kaw).

0-30 EX: 1. Willie Phee (Hon).

0-40: 1. Jim Ricci (Suz); 2. Kathy Martinez (Yam).

Carsten cranks at Bridgehampton Motocross

By Jim and Carolyn Simpson

BRIDGEHAMPTON, NY,

Barry Carsten grabbed the 250cc Expert win to kick off the start of the 1994 Long Island Sports Committee motocross season at the Bridgehampton MX.

At the start of the first 250cc Expert moto, Jim Kapitan, John Laurine, and Mike Michels trailed Carsten through the woods to the raceway uphill to complete lap one. Ty Wallace challenged, then passed Michels for third place. The race action centered on the two leaders with Carsten unable to shake off the hard-charging Kapitan. Carsten nabbed the win, but Kapitan stayed on the gas to finish a close second.

The Montgomeryville Suzuki/MSR/DG/KPS/Sunstar/So-Cal/Scott/Arai/Dunlop-sponsored Carsten again snagged the lead to begin moto two with Kapitan and Michels giving chase to complete an all-Suzuki lead trio. The battle for the lead heated up when Carsten stalled in a turn, handing the lead to Kapitan. Carsten re-fired and began to chase after the new leader. After closing the gap, Carsten went inside to retake the lead. Kapitan kept trying, but could not overtake Carsten, who went on for the moto win and overall top honors.

Results

P/W: 1. Brian Murphy (Yam); 2. Joey Merrill (Hon); 3. Mark Rasmussen (Yam); 4. Ricky Brenata (Yam).

MINI (7-11): 1. Matt Dill (Kaw); 2. Charles Ellis (Kaw); 3. Mark Trinarch (Kaw); 4. Joey Merrill (Kaw); 5. Joseph Trinarch (Kaw).

MINI (9-13): 1. David Di Pietro (Kaw); 2. Jeron Anthony (Kaw); 3. Matt Morando (Suz); 4. Jonathon Cusano (Kaw); 5. Darren Meenan (Kaw).

MINI (14-15): 1. Darren Barbera (Yam); 2. Toby Levine (Kaw); 3. Anthony Kershel (Kaw); 4. Don Barrett (Yam); 5. Tony Pedone (Kaw).

125 NOV A: 1. Peter Destefano (Hon); 2. Joe Eannel (Kaw); 3. John Mallgren (Kaw); 4. Richard Agostinelli (Suz); 5. Alan O'Brien (Suz).

125 NOV B: 1. John Chiavolo (Kaw); 2. Michael Sickenuis (Kaw); 3. Mike Rausch (Suz); 4. Michael Iengo (Suz); 5. Eric Hampson (Suz).

250 NOV: 1. Dan Anderson (Hon); 2. Alan O'Brien (Hon); 3. Joe Eannel (Yam); 4. Chris Kilmetis (Yam); 5. Kevin Lucas (Hon).

125 AM: 1. John Jasinski (Kaw); 2. Eric Flagg (Hon); 3. Eddie Hololob (Kaw); 4. Rob Abram (Hon); 5. Dennis Robinson (Hon).

250 AM: 1. Eddie Hololob (Kaw); 2. Danny O'Keefe (Hon); 3. Richard Coane (Hon); 4. Andrew Signoriello (Kaw); 5. Donald Murphy (Hon).

OPEN AM: 1. Donald Murphy (Hon); 2. Thomas Lequerine (Yam); 3. Russell Lombardo (Suz); 4. Darren Gengarelly (Yam); 5. Paul Werthiemer (Hon).

SR AM: 1. Donald Murphy (Hon); 2. Robert Jarvis (Hon); 3. Joseph Dill (Kaw); 4. Donald Rasmussen (Hon); 5. Wayne Roseman (Hon).

125 EX: 1. Barry Carsten (Suz); 2. James McIlvaine (Hon); 3. Brian Mulry (Hon).

250 EX: 1. Barry Carsten (Suz); 2. James Kapitan (Suz); 3. John Laurine (Hon); 4. Mike Michels (Suz); 5. Robert Federico (Hon).

SR EX: 1. James Kapitan (Suz); 2. Keith Mann (Hon); 3. Joe Merrill (Hon); 4. Rick Fatigate (Hon); 5. Jeff Stempel (Hon).

OPEN EX: 1. James McIlvaine (Hon); 2. John Laurine (Hon); 3. Scott Nickerson (Hon).

VINT: 1. Thomas Bentivegna (Kaw); 2. Ned Daily (Hon); 3. Gary Di Pietro (KTM); 4. Ron Bennett (Hus); 5. Richard Baulch (Pent).

LT MDL: 1. Dennis Robinson (Hon); 2. Robert Jarvis (Hon); 3. Joseph Feist (Kaw); 4. Paul Wertheimer (Hon); 5. Anthony Gangone (Hon).

SCHBY: 1. Mike Rausch (Suz); 2. Toby Levine (Kaw); 3. Thomas Golding (Yam); 4. David Di Pietro (Kaw).

CLGBY: 1. John Laurine (Hon); 2. Eric Flagg (Hon); 3. Brian Mulry (Hon); 4. Eric Richards (Hon); 5. Jim Tillman (Hon).

25+: 1. Robert Federico (Hon); 2. Danny O'Keefe (Hon); 3. Richard Coane (Hon); 4. Jason Novoshelski (Suz); 5. Scott Nickerson (Hon).

25+ NOV: 1. John Mallgren (Kaw); 2. Kevin Lucas (Hon); 3. Peter Gerardi (Suz); 4. Richard Agostinelli (Suz); 5. Steve Dolan (Kaw).

Nelson finds Barona Oaks Motocross victory

By Homer Eubanks

RAMONA, CA, APR. 3

On Easter Sunday, when other kids were searching for painted eggs, the California Mini Motorcycle Club (CMMC) members were enjoying their favorite pastime - motocross - and Dustin Nelson found racing to be more rewarding than hunting for eggs as he brought home gold in two of the three events which he entered at Barona Oaks Raceway.

Nelson had little trouble conquering the 125cc Stock (16-21) class, but found the 125 and 250cc Intermediate classes to be more of a challenge. Nelson holeshot the first 125cc Intermediate moto but fell on the second lap. Shawn Ellis took over the lead with John Emerson second. Nelson had remounted in fourth and put in a late charge to take the runner-up spot on the last lap. In the second moto, Nelson got off the line first and went all the way for the win.

Tyler King holeshot the first 250cc Intermediate moto, and it took Nelson three laps to find a way around King and ride away to the win. In the second moto, King again took the early lead, but Nelson was able to stay on him like glue, with the momentum of their racing action pulling the leaders away from the others. On the fourth lap, Nelson stuck his front wheel in a tight right-hander and stepped over the handlebars. King said good-bye and rode on to the checkered, while Nelson quickly remounted and held second place.

Josh Tarantino also collected a couple of golden "eggs" for his holiday effort. Tarantino won the 80cc Expert and Supermini classes in convincing fashion. Ryan Beat managed to dominate the Beginner track for his Easter goodies, taking first place in both the Pee Wee Stock and Junior Cycle Stock (0-8). CN

Results

P/W F/T: 1. Brando Frakes (Yam); 2. Bryanna Benedict (Yam); 3. Ivan Shultz (Yam); 4. Jake Bissonnette (Yam); 5. A.J. Montanez (Yam).

PW STK (0-8): 1. Ryan Beat (Yam); 2. Chris Caudillo (Yam); 3. Jonathan Rose (Yam); 4. Brian Thomason (Yam); 5. Cas Swift (Yam).

JR CYCLE STK (0-8): 1. Ryan Beat (Kaw); 2. Jonathan Rose (Kaw); 3. Mark Palmer (Kaw); 4. Cole Humphus (Kaw); 5. Andrew Wageman (Kaw).

JR CYCLE STK (0-8) BEG: 1. Brian Thomason (Kaw) 2. Shawn Connelly (Kaw); 3. Juan Sevilla (Kaw); 4. Steven Ross (Kaw); 5. Zac Wray (Yam).

JR CYCLE STK (9-11): 1. Dusten Watson (Kaw); 2. Jesus Camillas (Kaw); 3. Anthony Bruscella (Kaw); 4. Steve Gonzales (Kaw); 5. Clinton Pierce (Kaw).

80 OPEN STK (9-11): 1. Billy Laninovich (Suz); 2. John Hopkins (Kaw); 3. Emitt Kling (Kaw); 4. Jesus Camillas (Yam); 5. Dusten Watson (Suz).

80 MOD (9-11): 1. Jaydee Santiago (Kaw); 2. Sean Peer (Hon); 3. Anthony Phillips (Kaw).

80 BEG: 1. Corey Clayton (Yam); 2. Jeremy Stenberg (Hon); 3. Jennifer Nelson (Suz); 4. Travis Connelly (Suz); 5. Jon Meyers (Kaw).

S/MINI: 1. Josh Tarantino (Yam); 2. Scott Conley (Kaw); 3. Colby Raymond (Suz); 4. Geoff Rader (Suz); 5. Billy Laninovich (Suz).

80 NOV STK: 1. Colby Raymond (Suz); 2. Geoff Rader (Suz); 3. Hector Rios (Yam); 4. Matt Williams (Yam).

80 EX: 1. Josh Tarantino (Yam); 2. Scott Conley (Kaw).

125 BEG: 1. Nick Vargas (Kay); 2. Tony De Los Reges (Yam); 3. Wiley Davis (Kaw); 4. Staci Ellis (Suz).

125 NOV STK: 1. Jimmer Hollow (Suz); 2. Wilson Nichols Jr. (Suz); 3. Josh Warner (Hon); 4. Cory Mortensen (Suz); 5. Shawn Ireland (Suz).

125 NOV MOD: 1. Josh Williams (Hon); 2. Josh Warner (Hon); 3. Kurt Pierson (Suz); 4. Damian Paterson (Kaw); 5. Jimmer Hollow (Suz).

125 INT: 1. Dustin Nelson (Kaw); 2. Shawn Ellis (Suz); 3. Angelo Ingrande (Hon); 4. John Emerson (Yam); 5. Jon Raymond (Suz).

125 (16-21): 1. Dustin Nelson (Kaw); 2. Shawn Ellis (Suz); 3. Josh Williams (Hon); 4. Damian Paterson (Kaw).

250 NOV: 1. Daniel Nichols (Suz); 2. John Duffy (Yam).

250 INT: 1. Tyler King (Yam); 2. Dustin Nelson (Kaw); 3. Angelo Ingrande (Kaw).

OLD PHARTS: 1. Don Connelly (Suz); 2. Steve Laninovich (Hon); 3. Greg Rader (Hon); 4. Chris Swift (Yam); 5. Phillip Hayes (Hon).

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___ 85cc (7-11 yrs)	___ 125 Intermediate	___ Senior +25 Am.	___ Senior +30 Am.	___ Senior +40 Master
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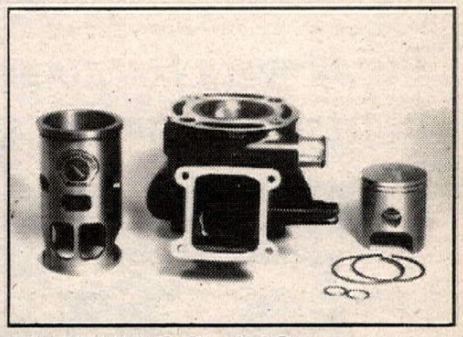

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Starting on April 22nd
Open Riding at Milan every Wednesday
Starting on 4-20

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RESULTS

Motocross
Mosier Valley MX Park
Euless, TX
Mar. 18
By Terry Cordray

50
Andy Folbre Yam
C.T. Dickey Yam
Jeremy Coffman Yam
Scotty Wennerstrom Yam
Billy Goodwin Yam
60
Bradley Young Kaw
L.G. Tretter Kaw
Jeremy Johnston Kaw
Mike Moore Kaw
Ernie Phillips II Yam
80 BEG
Kevin Graham Kaw
Patrick Wright Kaw
Adam Powers Kaw
Jason Watts Kaw
Nathan Belz Kaw
80 JR
Jeremy Johnston Kaw
Scott Hickey Kaw
Brandon Daffron Kaw
Michael Marella Kaw
80 SR
Rod Scholting Suz
Douglas McCumsey Kaw
Ryan Wallace Kaw
80 OPEN
Rod Scholting Suz
Douglas McCumsey Kaw
Paul Madewell Kaw
Dusty Dahir Suz
Nathan Belz Kaw
125 BEG
Scott Scholting Suz
Wesley Durant Kaw
Troy Fitzpatrick Kaw
Ron Gordon Suz
Jeff Shaw Kaw
125 NOV
Van Whitley Kaw
Johnny Davidson Yam
Wade Gasperson Kaw
Matt Jordan Hon
Marty Painter Kaw
125 OPEN
Scott Nelson Kaw
Jeff Smith Suz
Johnny Davidson Yam
Scott Scholting Suz
Michael Williams Hon
250 BEG
Jimmy Blottz Kaw
Craig Laughlin Yam
Jason Richardson Kaw
Jeremy James Kaw
Eddie Pryor Yam
250 NOV
Ty Howard Kaw
C. J. Mullins Hon
Jon Calame Yam
Mason Harper Hon
Robert Densford Yam
25+
Steve Reavis Yam
Douglas Hall Yam
Buddy Fitch Kaw
Tommy Dickey Yam
Jeff Case Hon
30+
Brian Doran Hon
C.J. Mullins Hon
Douglas Hall Yam
Roger Hardman Yam
Steve Reavis Yam
INT
Jeff Smith Suz
Zeke Daugherty Kaw
Scott Nelson Kaw
Bill Harrington Suz
Shane Couch Suz
EX
Clay Hoenshell Suz
T.J. Patel Hon

Trial
PITS Calamine Cup
Vintage/Beginner Trial
Mammoth Bar OHV Area
Auburn, CA
Mar.19

PREM H/W ADV
Steve Darrow
Dick Mann
PREM H/W INT
Steve Martin
PREM H/W RIGID ADV
Ira Shaw
PREM L/W ADV
Ken Marecak
Kim Proctor
Ernie Stair
MDRN CLSSC MSTR
Mike Fenner
Paul Olliges
Tony Sigala
MDRN CLSSC ADV
Thomas Forsythe
Neil Novack
(tie)Bill Scarlett/
Terry Breitmaier
MDRN CLSSC INT
Jimmie Johnson
Mark Brosius
Tom Rawson
MDRN CLSSC NOV
Barbara Don Carlos
MDRN BK MSTR
RobTufford
MDRN BK ADV
Jim Hickman
Philippe Geslin
John Silva
MDRN BK INT
Becky Gansberger
Dale Garren
Joann Galbreath
JR NOV
Adam Kowalczyk
Christopher Appel
Owen Wright
JR INT
Andy Johnson
Lance Rose
Greg Erwin
JR ADV
Justin Oakley
Jeremy Appel

Short Track
Trail-Way Speedway
Hanover, PA
Mar. 26
By Len Breech

55 (4-6)
Brian Phillips Yam
Mike Brown Yam
Michael Nentwig Yam
Daniel Marcocci Yam
55 (7-8)
Jared Mees Itj
Jason Isennock Yam
Zach Calcutt Yam
Shawn Foster Yam
65
Bryan Buono Hon
Rob Reynolds Kaw
85
Joe Zydinsky Hon
Jake Johnson Hon
Donald Mullen Suz
Ben Miller Yam
Billy Stillwell Suz
200
Tom Skethway Hon
Will Russell Hon
Jeff Orr Yam
Brandon Kresger Yam
250 A
Tom Skethway Hon
Rusty Eves Yam
Roy Miller M-V
Mike McKee Suz
Nick Arment Yam
250 B
Ed Hyde Yam
Tim Russell Hon
Bartley Dellinger Yam
Larry Hoffman Kaw
Damion Kocvinos Hon
40+ SR
Wayne Franklin Rtx
600 A
Warren Diem Hon
Tom Majeski Rtx
Bob Sweeten Rtx
Paul Lynch Rtx
Jim Hollister Rtx
600 B
Barry Eves Hon
Michael Leon Rtx
Tony John Yam
Jackie Flowers Hus
600 PRO
Kevin Varnes Rtx
Georgia Price Rtx
Mike Varnes Rtx
Rob Majeski Rtx
Robert Miller Rtx
750 A
John Winsett H-D
SPTSMN
Kevin Varnes Rtx
Georgie Price Rtx
Mike Varnes Rtx
Rob Majeski Rtx
Paul Lynch Rtx
VET
Warren Diem Hon
Tom Majeski Rtx
Brian Eckhart Rtx
Jim Hollister Rtx
Bob Sweeten Rtx

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file.** Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World Championship Road Race Series
4/24 Suzuka City, Japan, Rnd 3
5/8 Jerez, Spain, Rnd 4
5/22 Salzburgring, Austria, Rnd 5
6/12 Hockenheim, Germany, Rnd 6
6/25 Assen, Holland, Rnd 7
7/3 Mugello, Italy, Rnd 8
7/17 Le Mans, France, Rnd 9
7/24 Donington Park, Eng., Rnd 10
8/21 Brno, Czechoslovakia, Rnd 11
9/11 Monterey, California, Rnd 12
9/25 Buenos Aires, Arg., Rnd 13
10/9 Catalunya, Spain, Rnd 14

World Championship Superbike Road Race Series
5/1 Donington Park, Eng., Rnd 1
5/8 Hockenheim, Germany, Rnd 2
5/29 Misano, Italy, Rnd 3
6/12 Estoril, Portugal, Rnd 4
6/19 Albacete, Spain, Rnd 5
7/17 Osterreichring, Austria, Rnd 6
8/21 Sentul, Indonesia, Rnd 7
8/28 Sugo, Japan, Rnd 8
9/11 Assen, Holland, Rnd 9
9/25 Mugello, Italy, Rnd 10
10/2 Jerez, Spain, Rnd 11
10/30 Phillip Island, Australia, Rnd 12
11/6 Buenos Aires, Arg., Rnd 13

World C'ship 125cc MX Series
5/1 Vila Santa Cruz, Arg., Rnd 4
5/15 Bellpuig, Spain, Rnd 5
6/5 Hagabanene, Sweden, Rnd 6
6/19 Kaposvar, Hungary, Rnd 7
7/3 Manjimup, Australia, Rnd 8
7/17 Borgo Mag, San Marino, Rnd 9
7/31 Goldbach, Germany, Rnd 10
8/7 Foxhill, England, Rnd 11
8/28 Borgloon, Belgium, Rnd 12

World C'ship 250cc MX Series
4/24 Montevarzhi, Italy, Rnd 3
5/1 Schwanenstadt, Austria, Rnd 4
5/8 Ernee, France, Rnd 5
5/15 Gdynia, Poland, Rnd 6
6/12 Lommel, Belgium, Rnd 7
6/19 Foxhill, England, Rnd 8
6/26 Holice, Czechoslovakia, Rnd 9
7/10 Uddevalla, Sweden, Rnd 10
7/17 Heinola, Finland, Rnd 11
7/31 Budds Creek, U.S., Rnd 12
8/7 Maracay, Venezuela, Rnd 13
8/21 Suzuka City, Japan, Rnd 14
9/4 Gaildorf, Germany, Rnd 15

World C'ship 500cc MX Series
4/24 Sittendorf, Austria, Rnd 2
5/7 Killinchy, Ireland, Rnd 3
5/15 Hawkstone Park, Eng., Rnd 4
5/29 Arco di Trento, Italy, Rnd 5
6/5 Sverepec, Slovenia, Rnd 6
6/19 Mill, Holland, Rnd 7
6/26 Blangies, France, Rnd 8
7/3 Arganil, Portugal, Rnd 9
7/17 Folkendange, Lxmbrg., Rnd 10
8/7 Namur, Belgium, Rnd 11
8/21 Hertzgerlingen, Germ., Rnd 12

World Championship Supercross Series
10/5-6 Barcelona, Spain, Rnd 1
10/12-13 Paris, France, Rnd 2
10/26-27 Tokyo, Japan, Rnd 3
12/2-3 Geneva, Switzerland, Rnd 4

World C'ship Enduro Series
4/17 Tortosa, Spain, Rnd 1
5/15 Servieres le Chateau, Fra., Rnd 2
5/22 Bergamo, Italy, Rnd 3
6/12 Uppsala, Sweden, Rnd 4
6/19 Jamsa, Finland, Rnd 5
7/24 Kaposvar, Hungary, Rnd 6

World C'ship Trials Series
4/17 Kilbroney, Ireland, Rnd 1
4/24 Hoghton Towers, Eng., Rnd 2
5/15 Bilstain, Belgium, Rnd 3
5/22 Osnabruck, Germany, Rnd 4
6/5 Nepomuk, Czech Rep., Rnd 5
6/12 Breal S. Montfort, Fra., Rnd 6
6/26 Donner Pass, CA, U.S., Rnd 7
7/10 Viella, Spain, Rnd 8
7/17 Caredine, Italy, Rnd 9
7/24 Biasca, Switzerland, Rnd 10

World Individual Speedway Championship
8/20 Vojens, Denmark

World Team Speedway C'ship
9/18 Brokstedt, Germany

Motocross des Nations
9/11 Roggenburg, Switzerland

International Six Day Enduro
9/20-25 Tulsa, OK

AMA Grand Nat'l C'ship Series
4/23 Sacramento, CA, Rnd 2
5/14 Pomona, CA, Rnd 3
5/29 DuQuoin, IL, Rnd 4
6/4 Mineralwells, WV, Rnd 5
6/25 Lima, OH, Rnd 6
6/18 Dallas, TX, Rnd 7
7/2 *Mechanicsburg, PA, Rnd 8
7/9 Lake Odessa, MI, Rnd 9
7/16 Hagerstown, MD, Rnd 10
7/23 Sedalia, MO, Rnd 11
7/30 Oklahoma City, OK, Rnd 12
8/7 Peoria, IL, Rnd 13
8/10 Rapid City, SD, Rnd 14
8/13 *Denver, CO, Rnd 15
8/20 Indianapolis, IN, Rnd 16
8/28 Goshen, IN, Rnd 17
9/4 Springfield, IL, Rnd 18
9/10 Castle Rock, WA, Rnd 19
9/17 Sacramento, CA , Rnd 20
10/8 Pomona, CA, Rnd 21
10/16 *Del Mar, CA, Rnd 22
*Tentative
Info 614/891-2425

AMA 600cc Nat'l C'ship Series
5/21 ST Bellingham, WA, Rnd 2
5/28 TT Castle Rock, WA, Rnd 3
6/12 TT Peoria, IL, Rnd 4

AMA Harley-Davidson 883 Nat'l Championship Series
4/23 M Sacramento, CA, Rnd 2
5/14 HM Pomona, CA, Rnd 3
5/29 M Du Quoin, IL, Rnd 4
6/4 HM Mineralwells, WV, Rnd 5
6/18 HM Dallas, TX, Rnd 6
7/2 *HM Mechanicsburg, PA, Rnd 7
7/9 HM Lake Odessa, MI, Rnd 8
7/16 HM Hagerstown, MD, Rnd 9
7/23 HM Sedalia, MO, Rnd 10
8/10 HM Rapid City, SD, Rnd 11
8/13 *HM Denver, CO, Rnd 12
9/4 M Springfield, IL, Rnd 13
9/17 M Sacramento, CA, Rnd 14
10/8 HM Pomona, CA, Rnd 15

AMA Regional Dirt Track Championship Series
4/22 ST Cherokee, NC, Rnd 2
5/21 HM Greenville, OH, Rnd 3
5/22 HM Norwalk, OH, Rnd 4
5/30 HM York, PA, Rnd 5
6/11 HM Dayton, OH, Rnd 6
6/24 HM Orrville, OH, Rnd 7
7/4 HM Frederick, MD, Rnd 8
8/21 HM Terre Haute, IN, Rnd 9
8/26 HM Greenville, OH, Rnd 10
9/3 M Springfield, IL, Rnd 11
9/9 TT Castle Rock, WA, Rnd 12

AMA Camel Supercross Series
4/16 Minneapolis, MN, Rnd 11
4/23 Irving, TX, Rnd 12
5/7 Seattle, WA, Rnd 13
6/4 San Jose, CA, Rnd 14
6/11 Las Vegas, NV, Rnd 15
Info 614/891-2425

AMA 125/250cc National Championship MX Series
5/1 Sacramento, CA, Rnd 2
5/22 Budds Creek, MD, Rnd 3
5/29 Mt. Morris, PA, Rnd 4
6/26 Southwick, MA, Rnd 5
7/3 Buchanan, MI, Rnd 6
7/17 New Berlin, NY, Rnd 7
7/24 Troy, OH, Rnd 8
8/7 Millville, MN, Rnd 9
8/14 Washougal, WA, Rnd 10
8/28 Binghamton, NY, Rnd 11
9/4 Delmont, PA, Rnd 12
Info 614/891-2425

AMA U.S. Superbike Championship Series
5/20-22 Monterey, CA, Rnd 4
6/10-12 Elkhart Lake, WI, Rnd 5
6/17-19 Loudon, NH, Rnd 6
7/15-17 Lexington, OH, Rnd 7
7/29-31 Brainerd, MN, Rnd 8
8/19-21 Sonoma, CA, Rnd 9
9/16-18 Braselton, GA, Rnd 10
Info 614/891-2425

AMA/CCS C'ship Cup Series
Florida Region
4/30-5/1 Palm Beach Gardens, FL
5/28-29 Bloomingdale, GA
5/30 Palm Beach Gardens, FL
6/18-19 Talladega, AL
7/9-10 Palm Beach Gardens, FL
7/30-31 Bloomingdale, GA
8/13-14 Palm Beach Gardens, FL
8/27-28 Talladega, AL
9/3-4 Bloomingdale, GA
9/24-25 Palm Beach Gardens, FL
10/15-16 Palm Beach Gardens, FL
12/11 Palm Beach Gardens, FL
Southeast Region
5/28-29 Bloomingdale, GA
6/18-19 Talladega, AL
6/25-26 Braselton, GA
7/30-31 Bloomingdale, GA
8/13-14 Braselton, GA
8/27-28 Talladega, AL
9/3-4 Bloomingdale, GA
9/17-18 Braselton, GA
Mid-Atlantic Region
4/30-5/1 Summit Point, WV
5/28-29 Bloomingdale, GA
6/11-12 Summit Point, WV
6/25-26 Braselton, GA
7/16-17 Summit Point, WV
8/13-14 Braselton, GA
9/10-11 Summit Point, WV
Mid-West Region
4/16-17 Rockton, IL
4/23-24 Elkhart Lake, WI
5/21-22 Brainerd, MI
6/4-5 Rockton, IL
6/25-26 Braselton, GA
7/2-3 Grattan, MI
7/16-17 Rockton, IL
8/13-14 Rockton, IL
9/17-18 Grattan, MI
Great Lakes Region
4/23-24 Grattan, MI
5/21-22 Brainerd, MN
6/11-12 Grattan, MI
7/2-3 Grattan, MI
7/16-17 Rockton, IL
7/30-31 Rockton, IL
8/13-14 Rockton, IL
9/17-18 Grattan, MI
10/8-9 Grattan, MI
Great Plains Region
5/7-8 Topeka, KS
5/21-22 Brainerd, MN
6/4-5 Rockton, IL
7/16-17 Rockton, IL
8/6-7 Topeka, KS
Southwest Region
5/14-15 Chandler, AZ
6/4-5 Las Vegas, NV
6/18-19 Chandler, AZ
9/3-4 Las Vegas, NV
9/17-18 Chandler, AZ
10/8-9 Chandler, AZ
12/3-4 Chandler, AZ
Utah Region
4/30-5/1 Bonneville, UT
5/21-22 Bonneville, UT
6/11-12 Bonneville, UT
7/9-10 Bonneville, UT
8/13-14 Bonneville, UT
9/10-11 Bonneville, UT
9/24-25 Bonneville, UT
Northeast Region
4/23-24 Loudon, NH
5/7-8 Loudon, NH
5/28-29 Bridgehampton, NY
6/11-12 Loudon, NH
7/2-3 Bridehampton, NY
7/16-17 Loudon, NH
8/6-7 Bridgehampton, NY
8/27-28 Loudon, NH
9/3-4 Bridgehampton, NY
9/17-18 Loudon, NH
10/8-9 Loudon, NH
*Tentative
Info 704/684-4297

AMA National Championship Enduro Series
5/1 Perkinston, MS, Rnd 4
6/5 Wrentham, MA, Rnd 5
6/12 Wellston, OH, Rnd 6
7/24 Rose City, MI, Rnd 7
10/16 Lucerne Valley, CA, Rnd 8
10/30 Bear, DE, Rnd 9
Info 614/891-2425

AMA Nat'l Championship Reliability Enduro Series
4/16-17 Crosbyton, TX, Rnd 2
4/23-24 Minden, NV, Rnd 3
5/14-15 Tillamook, OR, Rnd 4
5/21-22 Olympia, WA, Rnd 5
5/28-29 McArthur, OH, Rnd 6
6/25-26 McMinnville, OR, Rnd 7
7/9-10 Speedsville, NY, Rnd 8
Info 614/891-2425

AMA Wiseco/Yamaha/ Dunlop Grand National Cross Country Series
4/24 Brownsville, PA, Rnd 4
5/8 Sharpsburg, MD, Rnd 5
5/22 Boyers, PA, Rnd 6
6/5 Laurelville, OH, Rnd 7
6/19 Davis, WV, Rnd 8
8/28 Millfield, OH, Rnd 9
10/2 Bunner Ridge, WV, Rnd 10
10/16 Elizabeth, WV, Rnd 11
10/30 Mt. Morris, PA, Rnd 12

AMA National Championship Hare Scrambles Series
7/17 Kahoka, MO, Rnd 5

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April 22 Handicap & Scratch Racing
April 29 Handicap & Scratch Racing
May 6 Handicap & Scratch Racing

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Sat., Apr. 23 GFI Super Sat. Morn. MX Perris
Sat., Apr. 30 GFI Super Sat. Morn. MX Perris
Sat., May 7 GFI Super Sat. Morn. MX Perris
A RIDER FOR THE RIDERS

SRA GP California Schedule
Members
Non Members
April 24 Carlsbad
May 22 Glen Helen
Info (714) 957-2985

Old Timers MX Association
Race Schedule
Sun., April 17 MX LACR
Sun., April 24 GP LACR
Sat., April 30 MX Perris Raceway
For Information Call (714) 633-9503

CRC Membership Not Required

Sun., April 24, 1994
L.A. County Raceway
Palmdale, CA

DON'T MISS IT!

8:00 AM	Parade Lap
8:15 AM	Pee Wee Practice
8:30 AM	All 80cc
9:15 AM	Pee Wee Moto 1
9:30 AM	Oldtimers
10:30 AM	Pee Wee Moto 2
10:45 AM	125-250-500 Nov./Int./Pro
11:30 AM	60cc
12:00 Noon	Parade Lap
12:30 PM	CRC Vets (+30) Sr's (+40)
1:30 PM	125-250-500 Beg.
2:30 PM	Decade, Vintage, Jr, Vets (+25)
3:30 PM	Team Race

EACH CLASS RACE 45 MIN.
20% TROPHIES
SUPERB FINISHER PINS

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MAIL ENTRY	$25.00
Non-Member*	$30.00
POST ENTRY	$30.00
Non-Member*	$35.00

* Membership Not Required to Race - Points & Prizes only to Members

No post entry penalty for 2nd class entered
Mail entries and two (2) legal size self-addressed, stamped envelopes (SASE)
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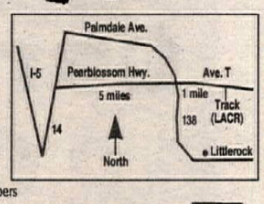

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PRACTICE STARTS AT 8:00am
RACING AT 9:30AM

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post entered riders $25.00
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30517 The Old Road,
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STARWEST SUPERCROSS PARK
Lake Perris Fairgrounds
Moreno Valley California

Sat., Apr.16 - Spring Series Night Racing *(No Lic. Req'd)*
Sat., Apr. 23 - Spring Series Night Racing *(No Lic. Req'd)*
Sat., Apr. 30 - Spring Series Night Racing *(No Lic. Req'd)*
Sat., May 7 - Spring Series Final *(No Lic. Req'd)*
OPEN PRACTICE
Tues. 9:00a.m.-2p.m. & 4:00p.m.-10p.m., Sat. 9:00a.m.-1p.m.
The track is groomed and watered for each session.
Practice Admission is $15.00 per bike, Pee Wee bike $10.00
Includes rider; spectators $4.00
Info Call: **714-855-2707**

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CYCLE NEWS

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Open Pro Twin
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Vintage Twin
Amateur Open
250 Amateur
80cc Mini Bike

AMA
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$1000 to Win Open Pro

CRC **California Race Schedule**

100% PRO PAYBACK

Sun., Apr. 17	MX	L.A.C.R.
Sun., Apr. 24	CRC GP (Meadow Muffin)	L.A.C.R.
Sun., May 1	CMC (Spring Classic)	L.A.C.R.
CMC Event - CRC Membership Honored		
Sun., May 8	CRC MX (Dunestown Series)	Glen Helen
Sun., May 15	CRC MX (Dunestown Series)	L.A.C.R.

CRC Info (805) 272-8889

LACR Los Angeles County Raceway
Palmdale, CA 93550
Info: **(805) 272-8889**
1994 Motocross & Gran Prix Schedule

April 17	L.A.C.R.	CRC MX
April 24	L.A.C.R.	CRC G.P. (Meadow Muffin)
May 1	L.A.C.R.	CMC (Spring Classic)

(CMC Event - CRC Membership Honored)
Wed. Night Practice Starts April 13th
Wed. Night Prac. 4 p.m.-9 p.m. • Sat. Prac. 9 a.m.-2 p.m.

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MOTOWEST RACING ENTERTAINMENT

Sun. April 24	MX (AMA)	Metcalf Park, San Jose, CA
Sat., May 7	Practice	Hollister Hills
Sun., May 8	MX (NMA Ponca Qualifier)	Hollister Hills
Sun., May 22	MX (NMA Ponca Qualifier)	Hollister Hills

Info (408) 223-8168 or (408) 637-2073
MOTOCROSS RACING AT ITS FINEST

NMA
National Motosport Association
REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION
(714) 855-1602
(310) 868-8112
P.O. Box 46
NORWALK, CA 90650

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

7/31 South Edmeston, NY, Rnd 6
10/9 Silver City, ID, Rnd 7
10/23 Millfield, OH, Rnd 8
11/6 Lynneville, IN, Rnd 9
Info 614/891-2425

AMA National Championship Hare & Hound Series
4/30 Wendover, UT, Rnd 4
10/2 Reno, NV, Rnd 5
10/23 Lucerne Valley, CA, Rnd 6
11/6 Carson City, NV, Rnd 7
Info 614/891-2425

AMA National Championship Hillclimb Series
5/15 Middlebury, IN, Rnd 1
6/5 Jefferson, PA, Rnd 2
6/12 Freemansburg, PA, Rnd 3
6/19 Avoca, NY, Rnd 4
7/30 Haydenville, OH, Rnd 5
8/7 Norton Shores, MI, Rnd 6
9/4 Monson, MA, Rnd 7
9/11 Freemansburg, PA, Rnd 8
9/18 Middlebury, IN, Rnd 9
9/25 Jefferson, PA, Rnd 10
10/1 Asheville, NC, Rnd 11
10/9 Oregonia, OH, Rnd 12
Info 614/891-2425

AMA/NATC National Championship Observed Trials
5/28 Alma, NY, Rnd 3
5/29 Mainesburg, PA, Rnd 4
5/30 Steubenville, OH, Rnd 5
6/24-25 Truckee, CA, Wrld Rnd
7/30 Casper, WY, Rnd 6
7/31 Casper, WY, Rnd 7
8/6 Nehawka, NE, Rnd 8
8/7 Nehawka, NE, Rnd 9

AMA U.S. National Speedway Championship
10/1 Costa Mesa, CA

Nevada Rally
8/13-20 Las Vegas, NV
Info 619/562-1440

Land of Enchantment Endurance Rally
9/26-30 Clovis, NM
Info 505/985-2374

AMA Loretta Lynn Qualifying Series
Northeast Region
4/23-24 Aquasco, MD
4/23-24 Armaugh, PA
4/30-5/1 South Edmeston, NY
5/7-8 Jacksonville, PA
5/21-22 Starvation Point, WV
6/11-12 Amateur Regional Budds Creek, MD
6/25-26 Youth Regional Delmont, PA

Southeast Region
4/16-17 Society Hill, SC
4/23-24 Axton, VA
4/30-5/1 Macon, GA
5/14-15 Christiana, TN
6/18-19 Youth Regional Blountville, TN
6/25-26 Amateur Regional Gainesville, FL

Southcentral Region
4/17 Great Bend, KS
4/17 Moriarty, NM
5/15 Rio Vista, TX
6/18-19 Amateur/Youth Regional Rio Vista, TX

*** Southwest Region**
6/18 Moreno Valley, CA

*** Midwest Region**
5/29 Hollister, CA

*** Northwest Region**
5/22 Roseburg, OR

Mideast Region
4/30-5/1 Hortonville, IN
5/7-8 Marion, OH
5/14-15 Millington, MI
5/28-29 N. Webster, IN
6/5 Buchanan, MI
6/18-19 Amateur Regional Sugar Grove, OH
6/25-26 Youth Regional Mitchell, IN

Northcentral Region
4/17 Great Bend, KS
4/23-24 Hoopeston, IL
4/30-5/1 Lamoni, IA
5/7-8 Lake Mills, WI
5/14-15 Kahoka, MO
5/21-22 Casey, IL
6/25-26 Amateur Regional Casey, IL
6/18-19 Youth Regional Kahoka, MO
Info 304/594-1157

AMA Loretta Lynn Nationals
8/8-13 Hurricane Mills, TN
Info 304/594-1157

NMA Grand National MX Finals
8/2-6 Ponca City, OK
Info 310/868-8112

SCORE Desert C'ship Series
6/3-5 Baja Calif., Mex.
11/10-13 Baja Calif., Mex.

Best in the Desert Silver State Series
4/15-17 Caliente, NV, Rnd 3
5/15 Pioche, NV, Rnd 4
6/10-12 Ely, NV, Rnd 5
9/9-11 Tonopah, NV, Rnd 6
12/2-4 Laughlin, NV, Rnd 7
Info 702/457-5775

AMA/Prostar Drag Race Series
4/29-5/1 Rockingham, NC, Rnd 3
6/17-19 Richmond, VA, Rnd 4
7/10 Budds Creek, MD, Rnd 5
7/29-31 Indianapolis, IN, Rnd 6
9/9-11 Atco, NJ, Rnd 7
10/7-9 Bowling Green, KY, Rnd 8
11/18-20 Gainesville, FL, Rnd 9
Info 205/852-1101

AMA Mid-South C'ship Winter Hare Scrambles Series
4/17 Fordsville, KY, Rnd 6
Info 615/331-1475

AMA Mega Series
4/17 Blountville, GA, Rnd 5
5/1 London, KY, Rnd 6
5/14-15 Blountville, TN, Rnd 7
6/12 Blountville, TN, Rnd 8
7/2-3 Axton, VA, Rnd 9
7/9-10 Blountville, TN, Rnd 10
7/17 Wytheville, VA, Rnd 11
9/10-11 Blountville, TN, Rnd 12
9/18 London, KY, Rnd 13
10/2 Blountville, TN, Rnd 14
10/22-23 Blountville, TN, Rnd 15
Info 615/323-5497

WERA Pro Road Race Series
4/22-24 Braselton, GA, Rnd 1
5/24-26 Shannonville, ON, Can., Rnd 2
8/5-7 Pocono, PA, Rnd 3
8/26-28 Portland, OR, Rnd 4
10/26-30 Braselton, GA, Rnd 5
Info 916/582-0451

WERA Regional C'ship Series
Mid-Atlantic Region
5/21-22 Summit Point, WV
6/4-5 Garrettsville, OH
6/18-19 Long Pond, PA
6/25-26 Rockingham, NC
7/9-10 Garrettsville, OH
7/30-31 Summit Point, WV
8/5-7 Long Pond, PA
9/3-4 Garrettsville, WV
9/24-25 Shannonville, ON, Can.
10/8-9 Summit Point, WV

Southeast Region
4/30-31 Faulkville, GA
5/14-15 Talladega, AL
6/11-12 Faulkville, GA
6/25-26 Rockingham, NC
7/16-17 Talladega, AL
8/5-7 Long Pond, PA
8/20-21 Talladega, AL
9/9-11 Millington, TN
10/1-2 Faulkville, GA

North Central Region
4/23-24 Mt. Meridan, IN
5/6-8 Grattan, MI
5/21-22 Mt. Meridan, IN
6/25-26 Grattan, MI
7/9-10 Mt. Meridan, IN
7/22-24 Clermont, IN
8/5-7 Long Pond, PA
8/27-28 Beloit, IL
9/10-11 Grattan, MI
9/23-25 Shannonville, ON, Can.
10/8-9 Mt. Meridan, IN

Mid-Central Region
4/23-24 Mt. Meridan, IN
5/21-22 Mt. Meridan, IN
6/4-5 Hallet, OK
6/18-19 E. St. Louis, IL
7/22-24 Clermont, IN
8/5-7 Long Pond, PA
8/20-21 Talladega, AL
9/9-11 Millington, TN
9/24-25 Hallett, OK
10/8-9 Mt. Meridan, IN

South Central Region
4/30-5/1 Henderson, TX
5/28-29 Hallet, OK
6/25-26 Henderson, TX
7/16-17 Henderson, TX
8/6-7 College Station, TX
9/3-4 Hallett, OK
9/9-11 Millington, TN
10/8-9 College Station, TX

WERA Grand National Final
10/26-30 Braselton, GA
Info 916/582-0451

WERA Nat'l Challenge 1100, 750 & 600cc Superstock Series
4/22-24 Braselton, GA, Rnd 2
5/6-8 Grattan, MI, Rnd 3
5/21-22 Summit Point, WV, Rnd 4
6/24-26 Shannonville, ON, Can., Rnd 5
7/9-10 Mt. Meridan, IN, Rnd 6
7/22-24 Clermont, IN, Rnd 7
8/5-7 Long Pond, PA, Rnd 8
8/26-28 Portland, OR, Rnd 9
9/9-11 Millington, TN, Rnd 10

WERA National Challenge Formula III Series
4/22-24 Braselton, GA, Rnd 2
5/6-8 Grattan, MI, Rnd 3
5/21-22 Summit Point, WV, Rnd 4
6/24-26 Shannonville, ON, Can., Rnd 5
7/22-24 Clermont, IN, Rnd 6
8/5-7 Long Pond, PA, Rnd 7
8/26-28 Portland, OR, Rnd 8
9/9-11 Millington, TN, Rnd 9
10/26-30 Final, Braselton, GA

*WERA Nat'l Endurance Series
4/23 Braselton, GA, Rnd 2
5/7 Grattan, MI, Rnd 3
5/21 Summit Point, WV, Rnd 4
7/9 Mt. Meridan, IN, Rnd 5
7/23 Clermont, IN, Rnd 6
8/27 Portland, OR, Rnd 7
9/10 Millington, TN, Rnd 8
9/24 Shannonville, ON, Can., Rnd 9
10/28 Final, Braselton, GA
*Tentative

WERA National Vintage Series
4/23 Mt. Meridan, IN, Rnd 5
4/30 Faulkville, GA, Rnd 6
5/1 Henderson, TX, Rnd 7
5/14 Talladega, AL, Rnd 8
6/4 Garrettsville, OH, Rnd 9
6/5 Hallett, OK, Rnd 10
6/18 E. St. Louis, IL, Rnd 11
6/18 Long Pond, PA, Rnd 12
6/25 Rockington, NC, Rnd 13
7/9 Garrettsville, OH, Rnd 14
7/17 Henderson, TX, Rnd 15
7/30 Summit Point, WV, Rnd 16
8/7 College Station, TX, Rnd 17
8/20 Talladega, AL, Rnd 18
8/27 S. Beloit, IL, Rnd 19
9/10 Grattan, MI, Rnd 20
10/1 Faulkville, GA, Rnd 21
10/8 Summit Point, WV, Rnd 22
10/27 Final, Braselton, GA

AHRMA Historic Cup Series
4/16-17 Putnam Park, IN
5/7-8 Las Vegas, NV
5/21-22 Grattan, MI
6/18-19 Blackhawk Farms, WI
7/2-3 Loudon, NH
7/9-10 Sears Point, CA
7/16-17 Road Atlanta, GA
7/30 St. Louis, MO
8/6 Topeka, KS
9/17 Steamboat Springs, CO
10/15-16 Talladega, AL
Info 715/842-9699

BMW Classic Cup Series
5/21-22 Grattan, MI
7/16-17 Road Atlanta, GA
9/17 Steamboat Springs, CO
Info 715/842-9699

AHRMA Sound of Singles/ Battle of Twins Series
4/16-17 Putnam Park, IN
5/7-8 Las Vegas, NV
5/21-22 Grattan, MI
7/9-10 Sears Point, CA
7/16-17 Road Atlanta, GA
7/30 St. Louis, MO
10/15-16 Talladega, AL
Info 715/842-9699

*AHRMA/Vintage Iron Nat'l MX Series
4/16 Muddy Creek, TN
4/24 Sandhill Ranch, CA
5/21 Grattan, MI
5/29 Wheatley, ON, Can.
6/5 Glen Helen, CA
6/11 Unadilla, NY
6/26 Eugene, OR
7/2 Peoria, IL
7/23 Hurricane Hills, PA
8/6 Southwick, MA
8/20 Budds Creek, MD
8/27 *Honda Hills, OH
9/16 Steamboat Springs, CO
10/23 Hollister Hills, CA
* Tentative
Info 715/842-9699

*AHRMA/Classic Bike Magazine Dirt Track Series
4/30 Budds Creek, MD
7/3 TT Peoria, IL
7/8 *FT/TT Odessa, MI
7/15 Braselton, GA

7/30 Weedsport, NY
8/11 Rapid City, SD
8/28 Lake Odessa, MI
9/14 Hayden, CO
10/2 Dallas, TX
10/8 Flat River, MO
10/15-18 *Del Mar, CA
* Tentative
Info 715/842-9699

AHRMA/British Bike Magazine Trials Series
4/23 Sandhill Ranch, CA
5/22 Grattan, MI
7/3 Peoria, IL
8/13 Toronto, OH
8/26 White City, IL
9/11 Beaumont, KS
9/15 Steamboat Springs, CO
10/9 Flat River, MO
10/22 Hollister Hills, CA
11/5-6 Dickson, TN
Info 715/842-9699

AHRMA Mid-Atlantic Trials Series
4/16 Warrensville, PA
5/14-15 Toronto, OH
6/5 Granogue, DE
8/7 Mainesburg, PA
8/13 Toronto, OH
9/10 Farrandsville, PA
10/9 Toughkenamon, PA
Info 410/775-7209

*AHRMA Midwest MX Series
5/21 Grattan, MI
6/5 Denmark, WI
7/2 Peoria, IL
8/7 *Casey, IL
8/27 Honda Hills, OH
9/18 Spring Grove, IL
10/8 Aztalan, WI
10/23 Casey, IL
Info 414/684-4331
* Tentative

*AHRMA NorCal MX Series
4/24 Sandhill Ranch, CA
5/15 *Dixon, CA
7/31 Carson City, NV
8/14 Monterey, CA
9/25 Fernley, NV
10/23 Hollister, CA
Info 408/663-4014

AHRMA Northeast MX Series
5/21 Modena, NY
6/11 New Berlin, NY
7/23 Clifford, PA
8/6 Southwick, MA
8/20 Budds Creek, MD
9/5 Englishtown, NJ
9/25 Southwick, MA
Info 715/842-9699

AHRMA Rocky Mountain Motocross Series
4/17 Denver, CO
5/15 Casper, WY
6/12 Preston, ID
7/17 Glenwood Springs, CO
8/13-14 Denver, CO
9/16 Steamboat Springs, CO
10/TBA TBA, CO
Info 715/842-9699

AHRMA SoCal MX Series
5/22 Adelanto, CA
6/5 San Bernardino, CA
10/9 Palmdale, CA
Info 714/897-8265

AHRMA West MX Series
5/6 Palmdale, CA
4/24 Brentwood, CA
6/12 Preston, ID
6/26 Eugene, OR
9/25 Fernley, NV
10/9 Palmdale, CA
10/23 Hollister, CA
11/6 Tulare, CA

NETRA C'ship Enduro Series
5/1 Freetown, MA
5/22 W. Greenwich, RI
6/5 Plainville, MA
6/12 Somers, CT
7/24 Oxford, MA
7/31 New Boston, MA
9/11 Windsor, MA
10/2 Wrentham, MA
10/23 Chester, CT
11/6 Stafford, CT
Info 203/875-5757

NETRA Champsionship Hare Scrambles Series
4/17 Monticello, NY
5/15 Fishouse, NY
6/26 Thomaston, CT
7/3 Chelsea, VT
7/10 Union, CT
7/17 Windsor, MA
8/7 Searsport, ME
8/14 Union, CT
8/21 Temple, NH
8/28 Cheshire, MA
9/4 W. Glocester, RI
9/18 Petersburg, NY
9/25 W. Greenwich, RI
10/9 Fishouse, NY
10/16 Assonet, MA
11/13 Barkhampsted, CT
Info 203/875-5757

NETRA Turkey Run Series
5/15 W. Greenwich, RI
6/11-12 Loudon, NH
6/26 Adams, MA
8/7 Adams, MA
8/14 Newport, NH
8/21 Gardner, MA
9/11 Swiftwater, NH
9/18 New Boston, MA
10/9 Washington, MA
10/16 Winchendon, MA
10/30 Central Village, CT
11/13 Gardner, MA
11/27 Plympton, MA
12/4 Plymouth, MA
Info 203/875-5757

NETRA Championship Junior Enduro Series
5/28 Weare, NH
6/25 Thomaston, CT
7/9 Union, CT
8/13 Union, CT
9/3 W. Glocester, RI
10/1 Brimfield, MA
10/8 Fishouse, NY
10/15 Assonet, MA
Info 203/875-5757

ECEA C'ship Enduro Series
4/24 New Lisbon, NJ
5/8 Stanhope, NJ
5/22 West Greenwich, RI
5/29 New Philadelphia, PA
6/5 Whiteford, MD
7/10 Speedsville, NY
7/17 Blain, PA
7/24 Crossforks, PA
8/7 Middlebury Center, PA
8/28 Mauricetown, NJ
9/11 Shippensburg, PA
9/18 Brandonville, PA
10/16 New Lisbon, NJ
10/30 Delaware City, DE
11/6 New Gretna, NJ
11/13 Warren Grove, NJ
Info 609/657-6338

ECEA Championship Hare Scrambles Series
4/17 St. Georges, DE
6/19 Ludwiges Corner, PA
7/31 Fair Hill, MD
8/21 New Philadelphia, PA
9/25 West Greenwich, RI
Info 609/657-6338

ECEA Dual Sport Series
4/17 Suffolk Co., NY
5/1 Brandonville, PA
5/15 Atsion, NJ
6/12 Manahawkin, NJ
9/25 Belleplain, NJ
10/2 Indian Mills, NJ
10/9 Suffolk Co., NY
10/23 New Philadelphia, PA
Info 609/657-6338

NMRA Drag Racing Series
5/28 Phoenix, AZ
7/16 Palmdale, CA
8/20 Phoenix, AZ
9/3-4 Sonoma, CA
10/15 Las Vegas, NV
10/12 Palmdale, CA
Info 818/367-4117

SRAC State C'ship Series
4/17 Pueblo, CO
4/24 Cheyenne, WY
5/1 Colorado Springs, CO
5/8 Erie, CO
5/14 Greeley, CO
5/21 Grand Junction, CO
5/28 Erie, CO
6/4 Colorado Springs, CO
6/12 Erie, CO
6/19 Cheyenne, WY
6/26 Colorado Springs, CO
7/10 Aurora, CO
7/17 Pueblo, CO
7/24 Cheyenne, WY
7/30 Erie, CO
8/6 Grand Junction, CO
8/14 Erie, CO
8/20 Erie, CO
8/27 Brighton, CO
9/10 Greeley, CO
9/18 Pueblo, CO
9/25 Colorado Springs, CO
10/2 Colorado Springs, CO

NESC C'ship Motocross Series
4/17 Middleboro, MA
4/24 Southwick, MA
5/1 Middleboro, MA
5/8 Central Village, CT
5/15 Southwick, MA
5/22 Southwick, MA
5/29 Lewiston, ME
5/30 Lewiston, ME
6/5 Middleboro, MA
6/12 Southwick, MA
6/19 Central Village, CT
7/3 Lewiston, ME
7/4 Lewiston, ME
7/17 Southwick, MA
7/24 Middleboro, MA
7/31 Southwick, MA
8/7 Middleboro, MA
8/13 Lewiston, ME
8/14 Lewiston, ME
8/21 Central Village, CT
8/28 Southwick, MA
9/4 Lewiston, ME
9/5 Lewiston, ME
9/11 Southwick, MA
9/18 Middleboro, MA
9/24 Lewiston, ME
9/25 Lewiston, ME
10/2 Central VIllage, CT
10/9 Southwick, MA
10/16 Middleboro, MA
10/23 Southwick, MA
10/30 Middleboro, MA
11/6 Middleboro, MA
Info 413/772-0685

*New England Trials Association C'ship
4/17 Chepachet, RI
4/24 Meriden, CT
5/1 Wrentham, MA
5/14 Ossipee, NH
5/15 Ossipee, NH
5/22 Exeter, RI
6/5 *Exeter, RI
6/12 Meriden, CT
8/21 Wrentham, MA
9/11 Exeter, RI
10/2 Meriden, CT
* Tentative
Info 508/543-6702 or 508/429-7675

New England Hillclimbers Assoc. Series
4/24 Monson, MA
5/8 Lebanon, NH
6/5 Monson, MA
6/12 Greenfield, MA
6/14 Gilford, NH
7/10 Tyler Hill, PA
7/17 Lebanon, NH
7/24 Caroga Lake, NY
7/31 Tyler Hill, PA
8/7 Greenfield, MA
8/19-21 Red Wing, MN
9/4 Monson, MA
9/11 Monson, MA
9/18 Lebanon, NH
9/25 Tyler Hill, PA
10/9 Monson, MA
Info 413/788-7406

American Trials Assn. Series
4/17 Red Mountain, CA
5/1 Perris, CA
5/22 McCain Valley, CA
6/11-12 Little Pine Flats, CA
7/24 Catus Flats, CA
9/3-4 Kennedy Meadows, CA
10/30 Lucerne Valley, CA
11/27 Lucerne Valley, CA
12/11 San Gabriel Canyon, CA
Info 213/259-6631

V.D.T.R.A. Performance Nutrition Vintage Classics VII
4/29-30 ST Tulsa, OK
5/28-29 ST/TT Denver, CO
6/11-12 ST Wichita, KS
6/25 HM Howard Lake, MN
7/9-10 TT/HM Sturgis, SD
7/23 ST Concordia, KS
7/31 HM Oklahoma City, OK
8/15-16 HM Stockton, KS
9/2 HM Davenport, IA
9/17 TM Willmar, MN
9/25 TT Westmoreland, KS
Info 918/445-0671

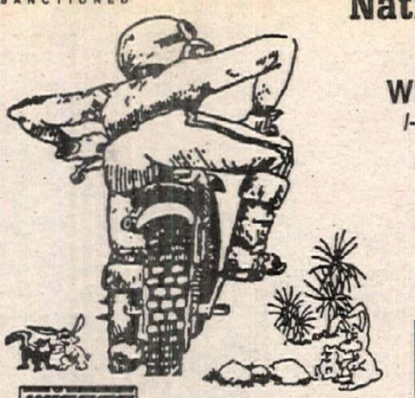
FTR C'ship Enduro Series
5/1 Olustee, FL
5/29 Richloam, FL
6/12 Daytona, FL
Info 407/264-0559

FTR Championship Hare Scrambles Series
5/14-15 Titusville, FL
Info 407/264-0559

SETRA C'ship Enduro Series
5/1 Olustee, FL
5/22 Maxeys, GA
5/29 Richloam, FL
Info 706/468-1328

SETRA Championship Hare Scramble Series
4/17 Dallas, GA
4/30 Charlotte, NC
5/15 Maxeys, GA
Info 706/468-1328

Sabine Enduro Circuit
4/24 Nacogdoches, TX
5/15 New Waverly, TX
6/12 Saint Jo, TX

AMA SANCTIONED
WISECO/YAMAHA/DUNLOP/ITP
National Cross Country Series

May 7/8 (Round 5)
WHISKEY RIDGE - Sharpsburg, MD
I-70 to Rt. 65S to sharpsburg, right on Main to South Mechanics/Harpers Ferry Rd.
April 21/22 (Round 6)
BOYERS - Boyer's PA
50 miles north of Pittsburgh, I-79 to I-80 east to Rt. 308 S
Entries and Information
RACER PRODUCTIONS
Rt. 7 Box 459
Morgantown, WV 26505
(304) 594-1157
SATURDAYS Quads Race 1 PM
SUNDAYS Bikes Race Noon
Best 8 scores count
WISECO YAMAHA DUNLOP Gear Fredette Racing Products PJ1 SCOTT SideWinder FOX ITP KLOTZ EK

GOODYEAR
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COMPETITION TIRE
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Reading, PA 19603
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(610) 375-6190 FAX
WEST
P.O. Box 666
Brooklyn, MI 49230
(517) 592-6681
(517) 592-3696 FAX
SOUTH
P.O. Box 11586
Daytona Beach, FL 32120
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(904) 274-5442 FAX
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All you have to do is call the Cycle News headquarters at 310-427-7433 (weekdays from 9 a.m. to 5 p.m. P.S.T.; Tuesday thru Friday) and ask for a "contributor kit". We'll send you all the details about how to write local stories for Cycle News.
REMEMBER...
We can't run it if we don't get it!
CYCLE NEWS
America's Weekly Motorcycle Newspaper

GLEN HELEN
EVENT CALENDAR
*Sat., Apr. 16 Sand Drags
*Sun., Apr. 17 Sand Drags
Sat., Apr. 23 Micro Sprint Races
Sun., Apr. 24 MX Practice - 2 tracks
Sun., May 1 Motocross GP and MX
Wed., May 4 Speedway Season Opener
Sat., May 7 Micro Sprint Races
WHAT'S HAPPENING
★ Speedway Season Opener May 4 ★
Free collectors series Glen Helen Speedway Pins to all fans at season opener
MOTOCROSS PRACTICE INFO:
1-800-386-GHMX (4469)
Thurs. NATIONAL GP & VINTAGE MX 8 a.m.-5 p.m.
Sat. NATIONAL GP 8 a.m.-12 p.m.
VINTAGE MX 8 a.m.-5 p.m.
Sun. VINTAGE MX 8 a.m.-5 p.m.
*NO MX PRACTICE
Track Watered and Prepped for Each Practice
RACE HOTLINE: (909) 880-1733

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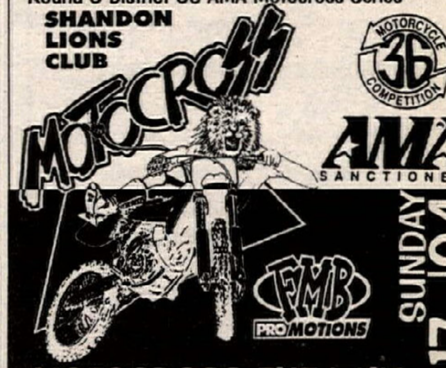
CENTRAL COAST MOTORCYCLE ASSOCIATION
Round 3 District 36 AMA Motocross Series
SHANDON LIONS CLUB

AMA SANCTIONED
SUNDAY APRIL 17, '94
MOTOCROSS THE WAY IT USED TO BE!
San Luis Honda 805 541-2200
Brown's Cycles 805 238-1240
CCMA Referee 805 434-3614
FMB Pro Motions 805 547-0312

Attention Dirt-Track Riders

DESERT Inn

(805) 942-8401
FAX (805) 942-8950
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Lancaster, CA 93534

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WILLOW SPRINGS DIRT-TRACK RIDERS ASSOC.

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24 Hour Race Info
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MAY 7, 1994
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These are night events on May 6th & 7th 1994.
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EDDIE MULDER - Inaugural TT Race
Warm-up for this Regional April 30th 1994, Saturday Night Races
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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

6/26 Stillwater, OK
8/7 Dry Prong, LA
8/21 Lake Nimrod, AR
9/11 New Waverly, TX
11/13 Muester, TX
Info 903/845-3553 or 504/928-2117

Black-Jack Enduro Series
5/1 Chadwick, MO
5/22 Flatriver, MO
6/12 Gainsville, TX
6/25 Stillwater, OK
8/21 Nimrod, AR
10/16 Collins, MO
Info 417/345-6211

AMA Hot Summer Nights Series
5/7 Lenoir, TN
6/4 Lenoir, TN
6/18 Lenoir, TN
7/2 Lenoir, TN
7/30 Lenoir, TN
8/13 Lenoir, TN
8/20 Lenoir, TN
9/24 Lenoir, TN
Info 615/573-5425

New York State C'ship Hare Scrambles Series
5/8 Little Genesee, NY
5/22 Java, NY
6/5 Cattaraugus, NY
6/26 Noravia, NY
7/24 Parksville, NY
8/7 South Edmonsten, NY
8/14 Rew, PA
8/28 Little Genesee, NY
9/11 Eleenville, NY
10/16 South Edmonsten, NY
10/23 Newark, NY
Info 716/928-2837

CRA Road Race C'ship Series
5/7-8 Brainerd, MN
6/18-19 Brainerd, MN
8/27-28 Brainerd, MN
9/17-18 Brainerd, MN
Info 612/332-4070

CRA Spring MX Series
4/24 Linnesville, PA
5/1 Salem, OH
5/22 New Philadelphia, OH
5/29 Amherst, OH
6/5 Ravenna, OH
Info 216/636-5505

CRA Vintage Motocross Series
4/23 Malvern, OH
5/1 Salem, OH
5/8 Ravenna, OH
5/30 New Philadelphia, OH
6/19 Amherst, OH
6/26 Ravenna, OH
7/10 Amherst, OH
7/23 Malvern, OH
7/31 Akron, OH
8/TBA Medina, OH
8/28 Wellington, OH
9/11 Salem, OH
9/25 New Philadelphia, OH
10/14 Akron, OH
Info 216/636-5505

CRA Hare Scrambles Series
9/18 Uhrichville, OH
9/25 Salem, OH
10/9 Amherst, OH
10/16 Mansfield, OH
Info 216/636-5505

RMEC C'ship Enduro Circuit
5/15 Chadron, NE
5/29 Limon, CO
6/12 Buena Vista, CO
7/10 Rand, CO
8/7 Steamboat Springs, CO
10/2 Cloudcroft, NM
Info 307/742-4136

OMRRA Road Race Series
4/17 Portland, OR
5/15 Portland, OR
6/5 Portland, OR
8/27-28 Portland, OR
9/25 Portland, OR
10/16 Portland, OR
Info 503/221-1487

Castrol "Canada Cup" Superbike Series
5/23 Toronto, Ontario
7/9-10 Montreal, Quebec
8/13-14 Halifax, Nova Scotia
8/27-28 Montreal, Quebec
9/3-4 Alma, Quebec
Info 514/582-4051

Canadian Supercross Series
4/16 Toronto, Ontario
9/10 Montreal, Quebec
Info 416/363-9035

CMA Canadian Motocross National Series
5/15 Markham, ON, Can.
5/29 Wheatley, ON, Can.
6/19 Nanaimo, BC, Can.
6/26 Mission, BC, Can.
7/2-3 Uxbridge, ON, Can.
7/3 Ft. Saskatchewan, AB, Can.
7/9-10 Agassiz, BC, Can.
7/10 Melita, MB, Can.
7/30-31 Riverglade, NB, Can.
Info 905/522-5705

U.S.B.A. Road Race Series
4/30-5/1 Salt Lake City, UT
5/21-22 Salt Lake City, UT
6/11-12 Salt Lake City, UT
7/9-10 Salt Lake City, UT
8/13-14 Salt Lake City, UT
9/10-11 Salt Lake City, UT
9/24-25 Salt Lake City, UT
Info 801/535-4625

Golden Crown of Baja Off Road Desert Series
4/29-5/1 Gran Carrera De Mexicali, Mexicali, B.C., Mex.
6/17-19 Gran Carrera de Tecate, Tecate, B.C., Mex.
7/29-31 Gran Carrera de Ensenada, Ensenada, B.C., Mex.
9/23-25 Gran Carrera de Tijuana, Tijuana, B.C., Mex.
12/2-4 Gran Carrera de Campeones, San Felipe, B.C., Mex.
Info 818/340-5750

Gran Prix de Baja Series
4/20-21 Baja Malibu Gran Prix, Rosarito Beach, B.C., Mex.
8/26-27 Ensenada Gran Prix, Ensenada, B.C., Mex.
10-14/15 Sonora Gran Prix, Sonora, Mex.
11/18-19 San Felipe Gran Prix, San Felipe, B.C., Mex
Info 818/340-5750

LaPlaya MX GP Series
5/22 Rosarito, B.C., Mex.
8/14 Rosarito, B.C., Mex.
10/2 Rosarito, B.C., Mex.
12/4 Rosarito, B.C., Mex.
Info (001-52-661) 22525

Tucker Rocky MX C'ship Series
5/1 Easton, PA
6/5 Clifford, PA
6/12 New Berlin, NY
7/4 Binghamton, NY
7/10 Englishtown, NJ
7/31 Walden, NY
Info 717/420-0251

Outlaw Motocross Spring Classic Series
4/17 Palmyra, NE
4/24 Ashland, NE
5/8 Westmoreland, KS
5/15 Ashland, NE
5/22 Westmoreland, KS
6/5 Palmyra, NE
6/12 Ashland, CE
6/19 Westmoreland, KS
6/26 Ashland, NE
Info 913/456-2516

South Dakota/Iowa MX Series
4/24 Yankton, SD
5/1 Sioux Falls, SD
5/15 Yankton, SD
5/22 Cherokee, IA
6/5 Yankton, SD
6/11 Storm Lake, IA
6/19 Cherokee, IA
7/10 Sioux Falls, SD
7/16 Storm Lake, IA
7/24 Cherokee, IA
8/14 Yankton, SD
8/20 Storm Lake, IA
8/28 Sioux Falls, SD
9/11 Cherokee, IA
9/25 Sioux Falls, SD
10/9 TBA
Info 605/362-0267

Nor Cal YSR C'ship Series
4/17 Sacramento, CA
5/1 Sacramento, CA
5/22 Sacramento, CA
6/12 Sacramento, CA
7/10 Sacramento, CA
8/14 Sacramento, CA
9/25 Sacramento, CA
10/16 Sacramento, CA
11/6 Sacramento, CA
11/20 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship Road Race Series
5/14-15 Phoenix, AZ
6/5 Palomar, CA
7/2-3 Lake Perris, CA
8/13-14 Rosamond, CA
9/4 Reno, NV
10/8-9 Phoenix, AZ
11/6 Palomar, CA
12/3-4 Lake Perris, CA
Info 909/674-2007

South Florida Motocross Spring Series
4/17 Homestead, FL
4/23 Ona, FL
4/30 Homestead, FL
5/15 Homestead, FL
5/22 Clewiston, FL
5/29 Ona, FL
6/5 Clewiston, FL
6/26 Ona, FL

MTEG Ultracross Series
4/23 Las Vegas, NV
6/18 Salt Lake City, UT
8/TBA Detroit, MI
10/1 Las Vegas, NV
10/TBA Denver, CO
Info 714/254-3001

AMA Amateur SX Series
4/16 Minneapolis, MN
4/24 Dallas, TX
5/8 Seattle, WA
6/5 San Jose, CA
6/12 Las Vegas, NV

AMA Central California Spring MX Series
4/17 Shandon, CA
4/24 San Jose, CA
4/30 Sacramento, CA
5/15 Monterey, CA
5/29 Hollister, CA
6/5 San Jose, CA
6/12 Monterey, CA
6/26 Hollister, CA
Info 805/434-3579

AMA No. California Enduro & Qualifier Classics
4/17 Navarro, CA
4/23 *Minden, NV
5/1 Georgetown, CA
5/15 *Ballinger Canyon, CA
6/12 Big Lagoon, CA
10/16 Fouts Springs, CA
10/23 Shasta Dam, CA
10/30 Grisly Flats, CA
11/5 Middle Creek, CA
11/13 Fouts Springs, CA
11/20 Ballinger Canyon, CA
Info 209/368-5456
* Qualifier

AMA No. California Cross Country Series
4/23 Minden, NV
5/15 Ballinger Canyon, CA
5/15 Lakeport, CA
5/29 Klamath, CA
10/2 Sparks, NV
10/30 Nixon Valley, NV
11/6 Minden, NV
11/13 Prairie City, CA
11/20 Wilseyville, CA
11/26 Fallon, CA
Info 408/294-3438

Tucker Rocky Texas Cross Country C'ship Series
4/17 Lake Whitney, TX
5/1 Buelcher, TX
5/15 Gholson, TX
5/29 Montague, TX
6/12 Euless, TX
6/26 St. Joe, TX
8/21 Lake Whitney, TX
9/4 Terrell, TX
9/18 Montague, TX
10/2 High Grove, TX
10/16 Decatur, TX
10/30 Weatherford, TX

Southeastern Trials Riders Assn. Series
4/23-24 Fairview, NC
5/14-15 Crossville, TN
6/4-5 Alpharetta, GA
6/11-12 Carrollton, KY
7/16-17 Gainesville, GA
9/24-25 Berea, KY
10/15-16 Huntsville, AL
10/29-30 Jasper, TN
Info 404/928-4872

Sound of Thunder Four-Stroke Series
4/30-5/1 Sacramento, CA
5/14 Carlsbad, CA
5/15 Perris, CA
6/24 Mammoth Lakes, CA
8/6-7 Albany, OR
8/13-14 Seattle, WA
Info 909/985-1287

CMC Spring Classic Nationals
South
4/17 Adelanto, CA

4/24 Adelanto, CA
5/1 Palmdale, CA
5/8 Ramona, CA
North
4/16 Sacramento, CA
4/24 Carson City, NV
8/7 Marysville, CA
Final
5/14-15 Adelanto, CA
Info 619/246-7262

AFM Road Race Series
5/29 Sonoma, CA
6/19 Sonoma, CA
7/10 Sonoma, CA
8/7 Sonoma, CA
9/25 Sonoma, CA
10/9 Sonoma, CA
Info 510/796-7005

WSMC Road Race Series
4/16-17 Rosamond, CA
5/14-15 Rosamond, CA
6/18-19 Rosamond, CA
7/16-17 Rosamond, CA
8/20-21 Rosamond, CA
9/17-18 Rosamond, CA
10/15-16 Rosamond, CA
11/19-20 Rosamond, CA
12/17-18 Rosamond, CA
Info 805/256-1234

WSDRA Dirt Track Series
4/29 Rosamond, CA
5/16 Rosamond, CA
5/21-22 Rosamond, CA
6/4 Rosamond, CA
6/18 Rosamond, CA
7/9 Rosamond, CA
7/23 Rosamond, CA
8/6 Rosamond, CA
8/27 Rosamond, CA
9/10-11 Rosamond, CA
9/30 Rosamond, CA
10/14 Rosamond, CA
10/29 Rosamond, CA
11/12 Rosamond, CA
11/26 Rosamond, CA
12/10 Rosamond, CA

International Old Timers MX Assn Nationals
4/16-17 Boise, ID
4/30-5/1 Marysville, CA
5/28-29 Richland, WA
6/4-5 Edmonton, AB., Can.
7/2-3 Nanaimo, BC, Can.
7/16-17 Idaho Falls, ID
7/30-31 Albany, OR
9/3-4 Fernley, NV
Info 208/327-0693

MRA Suzuki Tri-State Challenge
4/17 Delta, OH
4/22 Milan, MI
5/1 Delta, OH
5/20 Milan, MI
6/4 Delta, OH
6/17 Milan, MI
7/10 Delta, OH
7/29 Milan, MI
8/5 Milan, MI
8/20 Delta, OH
10/2 Delta, OH
10/9 Milan, MI
Info 313/289-2100.

Motor Sports of America Short Track Championship Series
5/4 Hope, AR
5/14 Missoula, MT
5/28-29 Scottsbluff, NE
11/5 Evansville, IN

Central Arizona Trials Series
4/24 Phoenix, AZ
5/15 Prescott, AZ
5/29 Flagstaff, AZ
Info 602/938-6607

MRA Road Race Series
5/1 Longmont, CO
5/15 Commerce City, CO
6/5 Pueblo, CO
6/19 Longmont, CO
7/10 Pueblo, CO
7/31 Longmont, CO
8/14 Longmont, CO
8/28 Commerce City, CO
9/18 Steamboat Springs, CO
10/2 Commerce City, CO
Info 303/530-5678

Motorcycle Asphalt Racing Series
5/21 Myrtle Beach, SC
6/10 Columbus, OH
10/1 Asheville, NC
Info 803/626-7959

AMA/District 37 Dual Sport Ride Series
4/16-17 Newhall, CA
4/30-5/1 Death Valley, CA
5/15 Gorman, CA
5/22 Hemet, CA
6/11-12 Lake Isabella, CA
6/25-26 Mammoth Lakes, CA
7/9-10 Bass Lake, CA
7/24 Kennedy Meadows, CA
8/7 Mojave, CA
8/20-21 Huntington Lake, CA
9/11 Saugus, CA
10/2 Big Bear, CA
10/8-9 Bishop, CA
10/23 Anza, CA
11/6 Hesperia, CA
11/25-26 LA-Barstow-Vegas
11/28-29 Vegas-Barstow-LA
12/10-11 Ontario, CA
Info 818/249-2141

CMMC Mini Nationals
8/20-21 Barona Oaks, CA
Info 619/467-0474 or 619/673-1560

WIMSA MX Series
4/23 Moreno Valley, CA
5/7 Moreno Valley, CA
Info 909/659-4754

WIMSA Ladies MX World Cup
5/29 Oklahoma City, OK
Info 909/659-4754

APRIL

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MAY

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April 15-17

ARKANSAS SPORT TOURING
Honda Sport Touring Assoc, Touring T.T.T. Talimena Twisties, Mena. Info: 405/920-1008.

Fri, April 15

CALIFORNIA SPEEDWAY
• AMA/International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.
CALIFORNIA SHORT TRACK
Indoor mini bikes, San Jose Speedway, San Jose. Info: 408/224-4412.
NORTH CAROLINA SHORT TRACK
• Dixieland Speedway, Elizabeth City. Info: 919/335-7412 or 804/489-2797.
OHIO MOTOCROSS
CRA, Summit Moto-X, Akron. Info: 216/636-5505.
TEXAS MOTOCROSS
Terry D. Codray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

April 16-17

CALIFORNIA DUAL SPORT
Team Dual Dogs, 5th Annual Dog Run Jerry Brenneman Memorial Dual Sport Ride, Dick Allen's Hon/Yam/Suz/ATK/KTM, Newhall. Info: 818/701-1913.
OREGON ARENACROSS
Curry County Fairgrounds, Gold Beach. Info: 503/247-7322 or 503/247-2562.
SOUTH CAROLINA MOTOCROSS
Hammer 'n Hank Racing, Camp Coker Motorsports Park, Society Hill. Info: 803/378-4700.
UTAH MOTOCROSS
• USRA/Ogden Cycle Association, Hot Springs Raceway, Ogden. Info: 801/825-7744.

Sat, April 16

ALABAMA SUPERCROSS
Troy Miller MX Promotions, Iron Man MX Park, Warrior. Info: 205/663-0963.
CALIFORNIA MOTOCROSS
Racing Enterprises Motocross, So. Cal. Vet Cup Spring Series, Rnd 3, Carlsbad Raceway, Carlsbad. Info: 619/ 484-1441.
CALIFORNIA DUAL SPORT
Behr Services, Calaveras High School, San Andreas. Info: 415/367-1980.
CALIFORNIA DIRT TRACK
W.S.D.R.A./AMA Pro-Am, 3/8 mile, Willow Springs Raceway, Rosamond. Info: 818/360-6258.
CALIFORNIA MOTOCROSS
W.S.D.R.A., AMA Pro-Am Series, Willow Springs Motorsport Park, Rosamond. Info: 818/360-5882.
CALIFORNIA MOTOCROSS
• Rojo Productions, Saturday Nite Super Series, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.
CALIFORNIA MOTOCROSS
• CMC, Spring Classic Nationals, Rnd 1-No., Sacramento Raceway, Sacramento. Info: 619/246-7262.
CALIFORNIA SHORT TRACK
• AMA, Dist. 36, Hills Ferry Racetrack, Newman. Info: 209/847-9538.
CALIFORNIA MOTOCROSS
• Shane Trittler Promotions, Castaic Lake Motocross, Castaic Lake. Info: 805/294-0020.
FLORIDA MOTOCROSS
• West Florida Motocross Park, Milton. Info: 904/623-6038 or 994-2884.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.
MISSOURI MOTOCROSS
Sprout Patch Competition, Billings. Info: 417/744-2593.
NEW YORK MOTOCROSS
• Long Island Sports Committe, Bridgehampton Motocross Park, Bridgehampton. Info: 516/924-2399.
OHIO MOTOCROSS
CRA, Malvern MX Park, Malvern. Info: 216/262-4945.
OKLAHOMA MOTOCROSS
RBH, Inc, Summer Series Race 1, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.
PENNSYLVANIA SUPERCROSS
• Trail-way Speedway, District 7 youth points, Hanover. Info: 717/359-4310.
TEXAS MOTOCROSS
Goodtimes MX Park, Natalia. Info: 210/663-6419 or 521-2069.

Sun, April 17

ARIZONA MOTOCROSS
• GFI Arizona, All Arizona Series, Rnd 5/Ponca City qualifier, (the new) Phoenix Raceway, Whittman. Info: 602/437-5767.
CALIFORNIA MOTOCROSS
CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474 or 619/673-1560.
CALIFORNIA ROAD RACING
Northern California Mini Road Racing Association, Prairie City SVRVA, Sacramento. Info: 916/722-5517.
CALIFORNIA MOTOCROSS
• GFI Northern Calif. Spring Series, Hanford. Info: 209/584-8532 or 584-1064.
CALIFORNIA ENDURO
North Bay M/C Dist. 36, Sawmill National Enduro, Navarro. Info: 707/894-9214.
CALIFORNIA MOTOCROSS
AMA D-36/CCMA, Central Cal. Spring Series, Rnd 3, Shandon Lions Motocross, Shandon. Info: 805/547-0312.
CALIFORNIA MOTOCROSS
CRC, L.A. County Raceway, Palmdale. Info: 805/272-8889.
CALIFORNIA MOTOCROSS
Motowest Racing Ent., Hollister Hills G.P. Track, Hollister. Info: 408/223-8168 or 637-2073.
CALIFORNIA MOTOCROSS
Old Timers MX, L.A. County Raceway, Palmdale. Info: 714/633-9503.
CALIFORNIA OBSERVED TRIALS
ATA Technique Trials Club, Red Mountain. Info: 310/ 943-4415.
CALIFORNIA ENDURO
United Enduro Association, D-37 AMA, Not-So-Tuff-E-Nuff Enduro, Lucerne Valley. Info: 310/865-2434.
CALIFORNIA MOTOCROSS
• CMC, Spring Classic Nationals, Rnd 1-So., Sunrise Valley Raceway, Adelanto. Info: 619/246-7262.
COLORADO MOTOCROSS
PMI/SRAC, Pueblo Moto Park, Pueblo. Info: 303/988-7722.
GEORGIA HARE SCRAMBLE
SE&TRA Husky Hills Hare Scramble, Dallas. Info: 706/468-1328.
GEORGIA MOTOCROSS
Georgia Spring Series, Hillbilly Hills MX, Roberta. Info: 912/788-0413.
ILLINOIS SWAP MEET
J&P Promotions, 7th Annual Motorcycle Parts Extravaganza, Will County Fairgrounds, Peotone. Info: 319/462-6011.
INDIANA HARE SCRAMBLES
Stoney Lonesome MC, Columbus. Info: 812/342-4411.
KANSAS HARE SCRAMBLES
Eastern Kansas Hare Scrambles Series, 1 man/2 hour, Santa Fe Trails Cycle Park, Carbondale. Info: 913/456-2516.
KANSAS MOTOCROSS
• AMA/Midwest, Loretta Lynn qualifier, Great Bend. Info: 913/842-8272.
KENTUCKY HARE SCRAMBLES
AMA/Mid-South C'ship Winter Series, Fordsville. Info: 615/331-1475.
MARYLAND MOTOCROSS/ HARE SCRAMBLES
• AMA Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.
MASSACHUSETTS MOTOCROSS
New England Sports Committee, Middleboro. Info: 413/772-0685.
MICHIGAN SWAP MEET
Half Mile Cycle Race Corp., State Fairgrounds, Detroit. Info: 616/941-0815.
NEBRASKA MOTOCROSS
• Outlaw MX Series & Jerryco Motors, Inc., Midwest Motocross Assn., Inc., Palmyra. Info: 402/474-3223.
NEW MEXICO MOTOCROSS
• New Mexico Competition Club, Loretta Lynn qualifier, Moriarty Motocross Track, Moriarty. Info: 505/888-7312.
NEW YORK HARE SCRAMBLES
NETRA Championship Series, Concord, Moticello. Info: 203/875-5757.
NEW YORK MOTOCROSS
• W.N.Y.S.C., Hunt Motopark, Hunt. Info: 716/476-2697.
NEW YORK MOTOCROSS
• AMA Dist. 34/Diamond Back MX Inc., Modena. Info: 914/565-3651 or 914/795-5697.
NORTH CAROLINA MOTOCROSS
N.C.H.S.A., Wilkes Co. Moto-X Park, Rutherforton. Info: 704/758-4342.
OHIO MOTOCROSS
Suzuki Tri-State Challenge, Delta Raceway, Delta. Info: 313/289-2100.
OHIO HARE SCRAMBLES
CRA/Proffer Promotions, Cable Creek, Toronto. Info: 216/538-2220.
OKLAHOMA MOTOCROSS
Hillside Raceways, Muskogee. Info: 918/683-0585 or 687-3307.
OREGON ROAD RACE
• OMRRA, Portland International Raceway, Portland. Info: 503/221-1487.
PENNSYLVANIA HARE SCRAMBLE
AMA Dist. 6/Flying Dutchmen Motorcycle Club, Inc., Pine Grove. Info: 717/ 345-6340 or 717/345-8734.
PENNSYLVANIA MOTOCROSS
CRA, Pymatuning, Holeshot Raceway, Linnesville. Info: 814/683-5655.
PENNSYLVANIA MOTOCROSS
• AMA Dist. 6/Pagoda Motorcycle Club, Birdsboro. Info: 215/582-3717.
SOUTH CAROLINA HARE SCRAMBLES
• Mid East Hare Scrambles/Stateline Motorcycle Club, Red Hollow Hare Scramble, Greer. Info: 704/484-9000 or 704/937-9177.
TENNESSEE MOTOCROSS
• Dwight Myers Dogtown MX, Coalmont. Info: 615/692-2360.
TEXAS SWAP MEET
Texas Swap Meet, San Antonio Convention Center. Info: 214/216-5520.
TEXAS MOTOCROSS
• GNC/22nd Annual Texas Series, Mosier Valley MX, Euless. Info: 817/694-2901.
TEXAS DUAL SPORT
AMA/Trail Riders of Houston, Sam Houston National Forest, New Waverly. Info: 713/947-3355.
VIRGINIA MOTOCROSS
• AMA, Pro-Am Motocross Series, Birch Creek Motosports, Danville. Info: 804/792-5355 or 836-0710.
WASHINGTON MOTOCROSS
Squisher Racing, Horn Rapids ORV Park, Richland. Info: 509/837-3595.

Tues, April 19

OKLAHOMA MOTOCROSS
RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

Fri, April 22

CALIFORNIA SPEEDWAY
• AMA/International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.
CALIFORNIA SHORT TRACK
Indoor mini bikes, San Jose Speedway, San Jose. Info: 408/224-4412.
CALIFORNIA SHORT TRACK
• AMA, Dist. 36, Hills Ferry Racetrack, Newman. Info: 209/847-9538.
MICHIGAN MOTOCROSS
Suzuki Tri-State Challenge, Milan Cycle City, Milan. Info: 313/289-2100.
NORTH CAROLINA SHORT TRACK
• Dixieland Speedway, Elizabeth City. Info: 919/335-7412 or 804/489-2797.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.
TEXAS MOTOCROSS
Terry D. Codray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.
WEST VIRGINIA MOTOCROSS
• Lavalette VFD, Lavalette. Info: 304/486-5244.

April 23-24

CALIFORNIA MOTOCROSS
Over the Hill Gang, North Chapter National, Hanford. Info: 209/733-9528.
NEVADA ENDURO
Cycle Gear/High Sierra M/C, National Reliability qualifier, Carson Valley. Info: 702/425-HSMC.

Sat, April 23

ALABAMA SUPERCROSS
Troy Miller MX Promotions, Iron Man MX Park, Warrior. Info: 205/663-0963.
ARIZONA MOTOCROSS
• GFI Arizona/Ponca City qualifier, Mountain View Raceway, Tucson. Info: 602/437-5767.
CALIFORNIA MOTOCROSS
Racing Enterprises Motocross, So. Cal. Vet Cup Spring Series, Rnd 4, Carlsbad Raceway, Carlsbad. Info: 619/ 484-1441.
CALIFORNIA MOTOCROSS
W.S.D.R.A., Willow Springs Raceway, Rosamond. Info: 818/360-6258.
CALIFORNIA MOTOCROSS
W.S.D.R.A., Willow Springs Motorsport Park, Rosamond. Info: 818/360-5882.
CALIFORNIA MOTOCROSS
WIMSA, Starwest Supercross Park, Perris. Info: 909/659-4754.
CALIFORNIA MOTOCROSS
• Rojo Productions, Saturday Nite Super Series, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.
FLORIDA MOTOCROSS
South Florida MX Championship Series, County Line, Ona. Info: 813/751-2116.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.
INDIANA MOTOCROSS
• Cycle Works, Inc., Boonville. Info: 800/952-8922.
INDIANA MOTOCROSS
Haspin Acres Championship Series, Laurel. Info: 513/353-3555.
NORTH CAROLINA MOTOCROSS
• Silver Creek Motocross, Morgantown. Info: 704/584-8519.
NORTH CAROLINA MOTOCROSS
• Richard Clippard, Lenoir. Info: 704/758-4342.
NORTH CAROLINA SHORT TRACK
Carolina Dirt Track Series, Hammerdown Speedway, Red Springs. Info: 910/843-2021.
OHIO MOTOCROSS
CRA, Malvern MX Park, Malvern. Info: 216/636-4945.
OHIO MOTOCROSS
• AMA/American Motosports, Inc., Delaware. Info: 614/596-2057.
OHIO MOTOCROSS
Suzuki Tri-State Challenge, Delta Raceway, Delta. Info: 313/289-2100.
OHIO MOTOCROSS
• AMA/American Motosports, Inc., Delaware County Fairgrounds, Delaware. Info: 614/596-2057.
PENNSYLVANIA MOTOCROSS
Evansville Raceways Inc, Berwick. Info: 717/759-2841.
WEST VIRGINIA MOTOCROSS
• Reedsville Volunteer Fire Dept., Reedsville. Info: 304/864-6193.

Sun, April 24

ARKANSAS HARE SCRAMBLES
Arkanasas Hare Scrambles Series, Amity. Info: 501/362-4230.
CALIFORNIA MOTOCROSS
AMA D-36/Motowest, Central Cal. Spring Series, Rnd 4, Metcalf Cycle Park, San Jose. Info: 408/238-8208.
CALIFORNIA GRAND PRIX
SRA, Carlsbad Raceway, Carlsbad. Info: 714/957-2985.
CALIFORNIA GRAND PRIX
CRC, Meadow Muffin G.P., L.A. County Raceway, Palmdale. Info: 805/272-8889.
CALIFORNIA GRAND PRIX
Old Timers MX, L.A. County Raceway, Palmdale. Info: 714/633-9503.
CALIFORNIA MOTOCROSS
• CMC, Spring Classic Nationals, Rnd 2-No., Silverstate Raceway, Carson City. Info: 619/246-7262.
CALIFORNIA MOTOCROSS
• CMC, Spring Classic Nationals, Rnd 2-So., Sunrise Valley Raceway, Adelanto. Info: 619/246-7262.
CALIFORNIA MOTOCROSS
•CMA, Pioneer Arena, Oakdale. Info: 209/847-9538.
CALIFORNIA HARE N HOUND
Vikings M.C./AMA D-37, The Vikings Virgin Voyage 1994, Lucerne Valley. Info: 909/247-6625.
GEORGIA MOTOCROSS
Georgia Spring Series, Calhoun Supercross, Calhoun. Info: 414/943-4935.
IDAHO MOTOCROSS
Dexter Invitational, Fossil Bowl, Clarkia. Info: 208/245-3608.
ILLINOIS POKER RUN
Ridgewood Cycle Asso., Ryan's Tavern, Frankfort. Info: 815/469-3655.
ILLINOIS CROSS COUNTRY
U.O.R.R.A., Morrison. Info: 815/778-3641.
ILLINOIS TRIALS
Forest City Riders, Byron. Info: 815/963-9311.
INDIANA GRAND PRIX
Haspin Acres Motor Park, Laurel. Info: 513/353-3555.
KANSAS MOTOCROSS
• K.O.R.R., Spring Championship, Green Acres MX Park, Marion. Info: 316/636-5113.
KANSAS TT SCRAMBLES
Midstates Dirt Racers Assoc., Mortheast KS MX, Westmoreland. Info: 913/286-1261 or 913/986-6382.
KENTUCKY MOTOCROSS
Pendleton Mo. M/C Park, Gardnersville. Info: 606/472-3442.
LOUISIANA HARE SCRAMBLE
AMA/SERA Sanctioned, Louisiana Trail Riders Assn., Springhill Plantation, Wilson. Info: 504/748-8693 or 748-8569.
MARYLAND MOTOCROSS
• Antietam Motorcycle Club, Inc., Hagerstown. Info: 301/797-8686 or 301/797-1607.
MASSACHUSSETS HILLCLIMB
AMA, Quaboag Riders M/C, New England Hillclimbers Assn., Monson. Info: 413/267-4414 or 267-4713.
MASSACHUSETTS MOTOCROSS
New England Sports Committee, Southwick. Info: 413/772-0685.
MICHIGAN SWAP MEET
Half Mile Cycle Race Corp., I.M.A. Sports Arena, Flint. Info: 616/941-0815.
NEVADA MOTOCROSS
OnTrac Events/CMC, Spring Classic, Silver State Raceway, Carson City. Info: 702/267-4392.
NEW JERSEY MOTOCROSS
• AMA/Ken Landerman/Jay Irwin, Honda Big Bucks Shootout & Fun Day, Raceway Park Motocross, Englishtown. Info: 908/446-7800.
NEW MEXICO MOTOCROSS
CMC/MPM MX Promotions, Aztec MX Park, Aztec. Info: 505/334-9719 or 334-3918.
NEW YORK MOTOCROSS
• AMA/Dist #3, Broome Tioga Sports Center, Binghamton. Info: 607/648-4997 or 849-9615.
NORTH CAROLINA MOTOCROSS
• AMA Dist. 29, East Coast MX, Carolina Ultra Series, New Bern. Info: 919/224-8381.
OHIO MOTOCROSS
Suzuki Tri-State Challenge, Sandusky Valley Riders, Tiffin. Info: 313/289-2100.
OHIO MOTOCROSS
M.R.A./Sandusky Valley Riders M.C., Tiffin. Info: 419/447-3054.
OHIO DIRT TRACK
• AMA, Semi Pro half mile, Championship Racing Enterprises, Inc., Clark County Fairgrounds, Springfield. Info: 513/434-7750.
OHIO HARE SCRAMBLES
CRA, Mansfield M.C. Club, Mansfield. Info: 419/524-1347 or 589-8989.
OKLAHOMA MOTOCROSS
• Northdale Motoplex, Rolond. Info: 918/427-3983.
PENNSYLVANIA MOTOCROSS
Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.
PENNSYLVANIA MOTOCROSS
AMA/District 6, Hideaway Motocross, Shippensburg. Info: 717/766-2523.
PENNSYLVANIA MOTOCROSS
CRA, Pymatuning, Holeshot Raceway, Linnesville. Info: 814/683-5655.
SOUTH CAROLINA MOTOCROSS
• Chris Boyd/Low Country MX, Hardeeville. Info: 803/757-4226.
SOUTH CAROLINA SHORT TRACK
Carolina Dirt Track Series, Conway Raceway, Conway. Info: 803/626-1982.
TENNESSEE MOTOCROSS
AMA/Christiana Raceway, Christiana. Info: 615/896-3245.
TEXAS MOTOCROSS
• GNC/22nd Annual Texas Series, Swan Cycle Park. Info: 903/882-7791.
TEXAS MOTOCROSS
• El Paso Motocross, El Paso. Info: 915/857-0215.
VIRGINIA HARE SCRAMBLES
Central Virginia Trail Riders, Central

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Virginia 100, Dillwyn. Info: 804/794-7022 or 272-8038.
WYOMING MOTOCROSS
CCC/SRAC, Triple 'C' Raceway, Cheyenne. Info: 303/988-7722.

Tues, April 26

OKLAHOMA MOTOCROSS
RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/752-6616.

April 29-30

TEXAS SPORT TOURING
Honda Sport Touring Assoc, Texas Hill Country. Info: 817/467-3189.

Fri, April 29

CALIFORNIA DIRT TRACK
W.S.D.R.A./AMA Pro-Am, 3/8 mile, Willow Springs Raceway, Rosamond. Info: 818/360-6258.
CALIFORNIA SPEEDWAY
• AMA/International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.
CALIFORNIA MOTOCROSS
W.S.D.R.A., AMA Pro-Am Series, Willow Springs Motorsport Park, Rosamond. Info: 818/360-5882.
CALIFORNIA SHORT TRACK
Indoor mini bikes, San Jose Speedway, San Jose. Info: 408/224-4412.
MICHIGAN MOTOCROSS
Milan Cycle City, Milan. Info: 313/289-2100.
NORTH CAROLINA SHORT TRACK
• Dixieland Speedway, Elizabeth City. Info: 919/335-7412 or 804/489-2797.
OHIO MOTOCROSS
CRA, Summit Moto-X, Akron. Info: 216/636-5505.
TEXAS MOTOCROSS
Terry D. Codray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.
WEST VIRGINIA MOTOCROSS
• Lavalette VFD, Lavalette. Info: 304/486-5244.

April 29-May 1

NORTH CAROLINA DRAG RACE
• AMA/Prostar, Spring Nationals, Rockingham Dragway, Rockingham. Info: 205/852-1101.

April 30-May 1

CALIFORNIA MOTOCROSS
Sound of Thunder Four Stroke MX National Championship Series, Rnd 1, Prairie City OHV, Sacramento. Info: 909/985-1287.
CALIFORNIA DUAL SPORT
AMA D-37/Countdown/Calif. Trail Rides, Death Valley 250, Lone Pine. Info: 818/348-8381.
CALIFORNIA POKER RUN
BLM/La Rana Desert Racing/B.F. Goodrich/AXO Sport, Barstow. Info: 619/252-3093.
CALIFORNIA GRAND PRIX
Shamrocks M.C., AMA/D-37, Sunrise G.P., Sunrise Cycle Park, Adelanto. Info: 310/376-1329.
FLORIDA ROAD RACE
• AMA/CCS, Moroso Motorsports Park, West Palm Beach. Info 407/793-3394 or 622-1400.
IOWA MOTOCROSS
• AMA/Stateline Trailriders Assn., AMA area qualifier, Lamoni. Info: 515/784-6121.

Sat, April 30

CALIFORNIA MOTOCROSS
Racing Enterprises Motocross, Carlsbad Raceway, Carlsbad. Info: 619/ 484-1441.
CALIFORNIA MOTOCROSS
CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474 or 619/673-1560.
CALIFORNIA MOTOCROSS
AMA D-36/Dirt Diggers North M/C, Central Cal. Spring Series, Rnd 5/Hangtown National Sportsmen Day, Prairie City SVRA, Sacramento. Info: 916/962-3760.
CALIFORNIA MOTOCROSS
• Rojo Productions, Saturday Nite Super Series, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.
CALIFORNIA MOTOCROSS
Old Timers MX, Perris Raceway, Perris. Info: 714/633-9503.
CALIFORNIA SHORT TRACK
• AMA, Dist. 36, Hills Ferry Racetrack, Newman. Info: 209/847-9538.
CALIFORNIA MOTOCROSS
• Shane Trittler Promotions, Castaic Lake Motocross, Castaic Lake. Info: 805/294-0020.
FLORIDA MOTOCROSS
South Florida MX Championship Series, Orlando MX Park, Bithlo. Info: 407/568-2271.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.
MARYLAND DIRT TRACK
Baltimore County Trail Riders/AHRMA National, Pro-Am, Budds Creek Speedway, Budds Creek. Info: 410/692-2753.
MISSOURI MOTOCROSS
Sprout Patch Competition, Billings. Info: 417/744-2593.
NEVADA HARE & HOUND
AMA National, Wells to Wendover. Info: 208/342-3910 or 702/753-4569.
NEW YORK MOTOCROSS
• Long Island Sports Committe, Bridgehampton Motocross Park, Bridgehampton. Info: 516/924-2399.
NORTH CAROLINA HARE SCRAMBLE
SE&TRA Speedway 100 Hare Scramble, Charlotte. Info: 704/872-1820 or 704/483-6833.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.
OHIO MOTOCROSS
Delta Raceway, Delta. Info: 313/289-2100.
OKLAHOMA MOTOCROSS
RBH, Inc., Summer Series Rnd 2, Motorcycle Raceway, Oklahoma City. Info: 405/752-6616.
PENNSYLVANIA SUPERCROSS
• Trail-way Speedway, Hanover. Info: 717/359-4310.
PENNSYLVANIA SUPERCROSS
Evansville Raceways Inc, Berwick. Info: 717/759-2841.

Sun, May 1

CALIFORNIA DUAL SPORT
AMA District 36/Ridge Runners MC of Santa Cruz, Watsonville. Info: 408/475-3619.
CALIFORNIA SHORT TRACK
Outlaw, Sand Hill Ranch, Brentwood. Info: 510/516-2217.
CALIFORNIA MOTOCROSS
• CMA, Sand Hill Ranch, Brentwood. Info: 209/524-7013.
CALIFORNIA ROAD RACING
Northern California Mini Road Racing Association, Prairie City SVRVA, Sacramento. Info: 916/722-5517.
CALIFORNIA ENDURO
AMA/D36, Championship and Family enduro, California Enduro Riders Assn., Eldorado National Forest, Georgetown. Info: 510/462-6824.
CALIFORNIA MOTOCROSS
• AMA Pro Racing/Dirt Diggers North MC, Inc., 125/250 National, Rnd 2, Sound of Thunder, Rnd 1, Praire City SVRA, Sacramento. Info: 916/923-BASS.
CALIFORNIA MOTOCROSS
• CMC Spring Classic, CMC event - CRC membership honored, L.A. County Raceway, Palmdale. Info: 805/272-8889.
CALIFORNIA MOTOCROSS
CMC, Spring Classic Nationals, Rnd 3-So., L.A. County Raceway, Palmdale. Info: 619/246-7262.
COLORADO ROAD RACE
• Motorcycle Roadracing Assoc., Mountain View Motorsport Park, Longmont. Info: 303/530-5678.
COLORADO MOTOCROSS
MEM/SRAC, Aztec Raceway, Colorado Springs. Info: 303/988-7722.
FLORIDA ENDURO
SE&TRA Battlefield Enduro, Olustee. Info: 904/731-8844 or 268-5968.
ILLINOIS CROSS COUNTRY
U.O.R.R.A., Morrison. Info: 815/778-3641.
ILLINOIS TRIALS
Lincoln Trail Motosports, Casey. Info: 217/932-2041.
KANSAS MOTOCROSS
• K.O.R.R., Sprockets II MX, Derby. Info: 316/636-5113.
KENTUCKY MOTOCROSS
AMA, Little Caesars Bluegrass Spring Championship, London. Info: 606/877-1364.
MASSACHUSETTS MOTOCROSS
New England Sports Committee, Middleboro. Info: 413/772-0685.
MASSACHUSETTS ENDURO
NETRA Championship Series, John Monahan, Freetown. Info: 203/875-5757.
MISSOURI ENDURO
Black Jack, Chadwick. Info: 417/345-6211.
NEW YORK MOTOCROSS
Claverack Motocross/AMA Dist 34, Claverack MX Track, Claverack. Info: 518/828-6149.
NEVADA MOTOCROSS
• Las Vegas Motocross Club, Las Vegas Speedway, Las Vegas. Info: 702/565-7876.
NORTH CAROLINA HARE SCRAMBLES
Mid-East Series, Stateline Motorcycle Club, Yamaha Challenge, Shelby. Info: 704/484-9000 or 704/937-9177.
NORTH CAROLINA MOTOCROSS
• Ponderosa MX Park, Inc., Marshall. Info: 704/645-3097.
OHIO MOTOCROSS
Dist. 11/Treaty City Motorcycle Club, Coreenville. Info: 513/548-7197.
OHIO MOTOCROSS
CRA, Western Reserve, Salem. Info: 216/337-8077 or 337-8005.
OKLAHOMA MOTOCROSS
Hillside Raceways, Muskogee. Info: 918/683-0585 or 687-3307.
OREGON CROSS COUNTRY
Monkey Butt by Nora M.C., OMRA Series Points event, Tillamook State Forest, Portland. Info: 503/648-2465.
PENNSYLVANIA MOTOCROSS
• Trail-Way Speedway, Hanover. Info: 717/359-4310.
PENNSYLVANIA MOTOCROSS
AMA/Flying Dutchmen Motorcycle Club, Inc., R&J Trophy Day, Pine Grove. Info: 717345-6340 or 345-8734.
PENNSYLVANIA HARE SCRAMBLES
AMA/District 6, Hideaway Motocross, Shippensburg. Info: 717/766-2523.
PENNSYLVANIA MOTOCROSS
• AMA/Tucker Rocky Championship Series, Bushkill Valley MX Park, Easton. Info: 908/752-7305.
SOUTH DAKOTA MOTOCROSS
• South Dakota/Iowa Motocross Series, Saddleback Park, Sioux Falls. Info: 605/362-0267.
TENNESSEE MOTOCROSS
• Dwight Myers Dogtown MX, Coalmont. Info: 615/692-2360.
TEXAS MOTOCROSS
• GNC/22nd Annual Texas Series, Lake Whitney Cycle Ranch, Whitney. Info: 817/695-2901.
VIRGINIA HARE SCRAMBLES
Blue Ridge Cycle Club, Blue Ridge, Martinsville. Info: 703/632-5931.
VIRGINIA MOTOCROSS
• AMA Pro-Am, Pro Sports, Wytheville. Info: 804/792-5355.
WASHINGTON MOTOCROSS
Squisher Racing, Horn Rapids ORV Park, Richland. Info: 509/837-3595.

Tues, May 3

OKLAHOMA MOTOCROSS
RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/752-6616.

May 6-8

WASHINGTON ROAD RACE
WMRRA, Seattle International Raceway, Spring Cycle Classic, Kent. Info: 206/972-4499.

Fri, May 6

CALIFORNIA SPEEDWAY
• AMA/International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.
CALIFORNIA DIRT TRACK
W.S.D.R.A./AMA Pro-AM, 3/8 mile, Willow Springs Raceway, Rosamond. Info: 818/360-6258.
CALIFORNIA SHORT TRACK
Indoor mini bike, San Jose Speedway, San Jose. Info: 408/224-4412.
CALIFORNIA SHORT TRACK
FAST, Madera Speedway, Madera. Info: 408/457-2088.
CALIFORNIA TT
Int'l Sport Promotions, Willow Springs, Rosamond. Info: 818/360-5882.
INDIANA SHORT TRACK
Fast Track Racing, Inc., Sportsman Motorcycle Club, District 15, Brazil. Info: 219/426-5528.
NEVADA MOTOCROSS
On Trac Events, Silver State Raceway, Carson City. Info: 702/267-4392.
NORTH CAROLINA SHORT TRACK
• Dixieland Speedway, Eizabeth City. Info: 919/335-7412 or 804/489-2797.
TEXAS MOTOCROSS
Terry D. Cordray/Mosier Valley Motocross Park, Euless. Info: 817/540-0815.
WEST VIRGINIA MOTOCROSS
• Lavalette VFD, Lavalette. Info: 304/486-5244.

May 7-8

CALIFORNIA DUAL EURO SCRAMBLES
D-37/Badger's M.C., Teagle Wash, Red Mountain. Info: 818/894-1452.
NEVADA MOTOCROSS
• Northern Nevada Cycle Assoc., Gold Rush Moto Park, Carlin. Info: 702/754-6248.
OHIO MOTOCROSS
• AMA/American Motosports, Inc., Marion County Fairgrounds, Marion. Info: 614/596-2057.
WISCONSIN BIKE SHOW
Great Lakes Dragaway, Bike show, drags and swap meet, Union Grove. Info: 414/878-3783.

Sat, May 7

ALABAMA SUPERCROSS
Troy Miller MX Promotions, Iron Man MX Park, Warrior. Info: 205/663-0963.
ARIZONA MOTOCROSS
• GFI Arizona, NMA Ponca City qualifier, Mountain View Raceway, Tucson. Info: 602/437-5767.
CALIFORNIA MOTOCROSS
W.I.M.S.A., Starwest Supercross Park, Moreno Valley. Info: 909/659-4754.
CALIFORNIA MOTOCROSS
• Rojo Productions/Saturday Night Super Series, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.
CALIFORNIA MOTOCROSS
• CMC, Spring Classic Nationals, Rnd 3-No., Marysville Riverfront Track, Marysville. Info: 619/246-7262.
CALIFORNIA SHORT TRACK
• AMA Dist 36, Hills Ferry Racetrack, Newman. Info: 209/847-9538.
CALIFORNIA DIRT TRACK
AMA/Int'l Sport Promotions, Willow Springs, Rosamond. Info: 818/360-5882.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.
GEORGIA SUPERCROSS
Calhoun SX, Calhoun. Info: 404/943-4935.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.
NORTH CAROLINA MOTOCROSS
Richard Clippard, Wilkes County Motocross Park, Lenoir. Info: 704/758-4342.
NORTH CAROLINA MOTOCROSS
• Silver Creek Motocross, Morganton. Info: 704/584-8519.
NORTH CAROLINA SHORT TRACK
Carolina Dirt Track Series, Hammerdown Speedway, Red Springs. Info: 910/843-2021.
OHIO MOTOCROSS
AMA/Action Sports Promotions, Inc., Nelsonville. Info: 614/594-MOTO.
OKLAHOMA ROAD RACE
HRRC/MCRA, Sprints, Hallett GP, I-44 Challenge & 100K, Hallett Motor Racing Circuit, Hallett. Info: 918/446-6657.
OKLAHOMA MOTOCROSS
RBH, Inc., Summer Series Rnd 3, Motorcycle Raceway, Oklahoma City. Info: 405/752-6616.
OREGON VINTAGE SCRAMBLES
Vintage Dirt Racing Northwest. Washington MX track, Woodland. Into: 503/254-6520.
PENNSYLVANIA SUPERCROSS
• Evansville Raceway, Inc., Berwick. Info: 717/759-2841.
PENNSYLVANIA MOTOCROSS
CRA, Pymatuning, Holeshot Raceway, Linnesville. Info:814/683-5655.
TENNESSEE MOTOCROSS
• AMA/I-40 Motocross, Hot Summer Nights, Lenoir. Info: 615/573-5425.
WEST VIRGINIA MOTOCROSS
• Reedsville Volunteer Fire Dept., Reedsville. Info: 304/864-6193.

Sun, May 8

CALIFORNIA MOTOCROSS
Motowest Racing, NMA Ponca qualifier 1, Hollister Hills G.P. Track, Hollister. Info: 408/223-8168 or 637-2073.
CALIFORNIA MOTOCROSS
• CMC, Spring Classic Nationals, Rnd 4-So., Barona Oaks Raceway, Ramona. Info: 619/246-7262.
CALIFORNIA MOTOCROSS
CRC, Glen Helen OHV Park, Dunestown Series, San Bernardino. Info: 805/272-8889.
CALIFORNIA RALLY
Monterey Bay Classic European Motorcycle Club, 11th Annual Rally of European Motorcycles, Santa Cruz Co. Fairgrounds, Watsonville. Info: 408/424-5265 ro 394-7346.
COLORADO MOTOCROSS
RMP/SRAC, Mad Max Raceway, Erie. Info: 303/988-7722.
CONNECTICUT MOTOCROSS
New England Sports Committee, Central Village. Info: 413/772-0685.
IDAHO MOTOCROSS
Fossil Bowl, Dexter Invitational, Clarkia. Info: 208/245-3608.
ILLINOIS TRIALS
Rock River Riders M.C., Polo. Info: 815/232-2731.
IOWA MOTOCROSS
• AMA/Stateline Trailriders Assn., Lamoni. Info: 515/784-6121.
MARYLAND MOTOCROSS
Antietam Motorcycle Club, Inc., MX and Vintage MX, Hagerstown. Info: 301/797-8686 or 301/797-1607.
NEW HAMPSHIRE HILLCLIMB
AMA/Ridge Runners/New England Hill Climbers Assn., Amatuer Hillclimbing, Lebanon. Info: 413/267-4713 or 413/788-7406.
NEW JERSEY MOTOCROSS
• AMA/Ken Landerman/Jay Irwin, Raceway Park Motocross, Englishtown. Info: 908/446-7800.
NEW YORK HARE SCRAMBLES
• AMA/N.Y. State Championship, T&P Moto Park, Little Genesee. Info: 716/928-2837.
NEW YORK MOTOCROSS
• Walden Playboys MX, AMA sanctioned, Wallkill. Info: 914/635-9455.
NEW YORK MOTOCROSS
• AMA Dist 3, Broome Tioga Sports Center, Binghamton. Info: 607/648-4997 or 849-9615.
NORTH CAROLINA MOTOCROSS
• AMA District 29, Devil's Ridge MX, Sanford. Info: 919/776-2412.
OHIO HARE SCRAMBLES
CRA/Salem Motorcycle Club, Salem Motorcycle Clubgrounds, Salem. Info: 216/427-6645.
OHIO MOTOCROSS
• Kenworthys GP Club, Inc., Traditional Grass Race, Troy. Info: 513/335-4763.
OHIO MOTOCROSS
CRA, Ohio International, Ravenna. Info: 216/369-5993.
OKLAHOMA MOTOCROSS
• Northdale Motoplex, Rolond. Info: 918/427-3983.
OKLAHOMA MOTOCROSS
RBH, Inc., NMA qualifier, Motorcycle Raceway, Oklahoma City. Info: 405/752-6616.
PENNSYLVANIA MOTOCROSS
Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.
PENNSYLVANIA MOTOCROSS
AMA, District 6, Hideaway Motocross, Shippensburg. Info: 717/766-2523.
SOUTH CAROLINA SHORT TRACK
Carolina Dirt Track Series, Conway Raceway, Conway. Info: 803/626-1982.
TENNESSEE MOTOCROSS
• Dwight Myers Dogtown MX, Coalmont. Info: 615/ 692-2360.
VIRGINIA MOTOCROSS
AMA Pro-Am Series, Lake Sugartree, Axton. Info: 804/792-5355.
WASHINGTON SUPERCROSS
AMA Amateur Supercross Series/Mickey Thompson Entertainment Group, Kingdome, Seattle. Info: 714/254-3001.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

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Location of event: _____

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MECHANIC/PARTS PERSON. H-D BMW McCoy. US 41, Green Bay, Wisconsin 54303. (414) 494-5256. WI. (246-TFN)

Lake Tahoe Awaits!
North Lake Tahoe multi-line dealership has 2 positions to fill. We are looking for a "utility person" capable of working both in sales and in the parts department. We are also looking for a service technician. Experience with Yamaha snowmobiles, motorcycles and watercraft or Kawasaki Jet Skis is preferred. Candidates should be enthusiastic, dependable and experienced. Compensation and terms based on experience. Call or send resume to North Tahoe Motorsports, 896 Southwood Blvd., Incline Village, NV 89451. (702) 831-0472. NV. (313-16)

SALES PERSON - HAP Jones Distributing is looking for a qualified person to service motorcycle dealers over the telephone. Qualifications must include at least three years experience in the motorcycle industry. Please contact Scott Link at (408) 432-1918, ext. 45. CA. (212-TFN)

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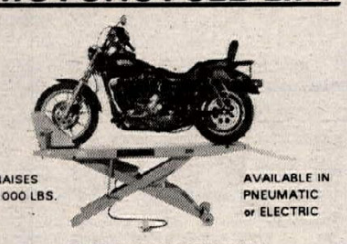

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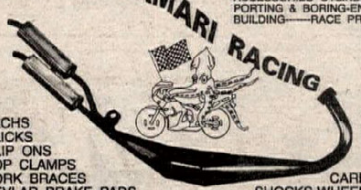

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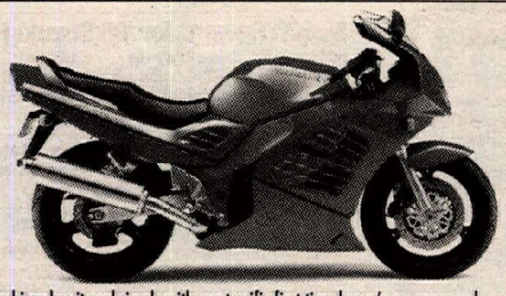

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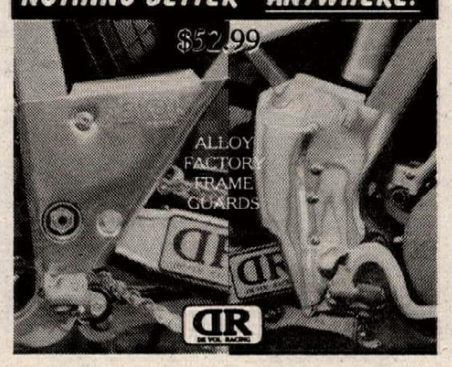

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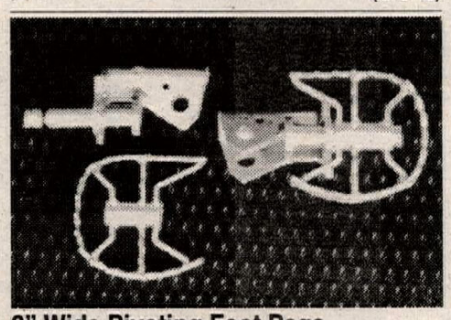

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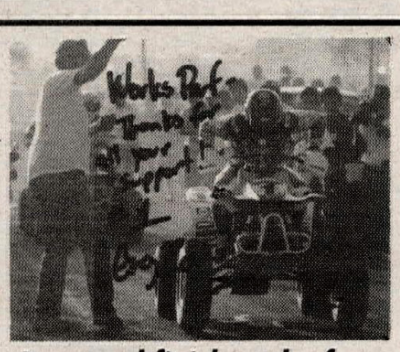

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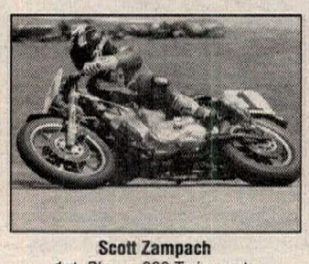
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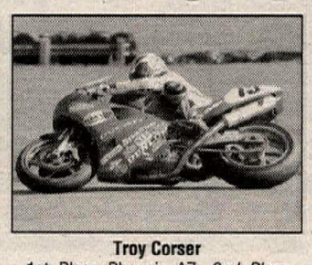
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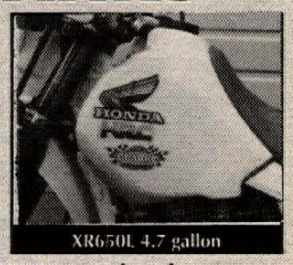
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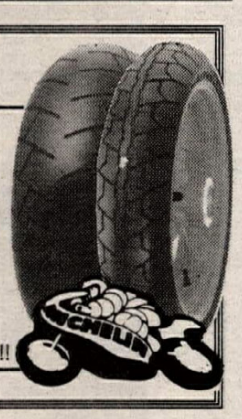

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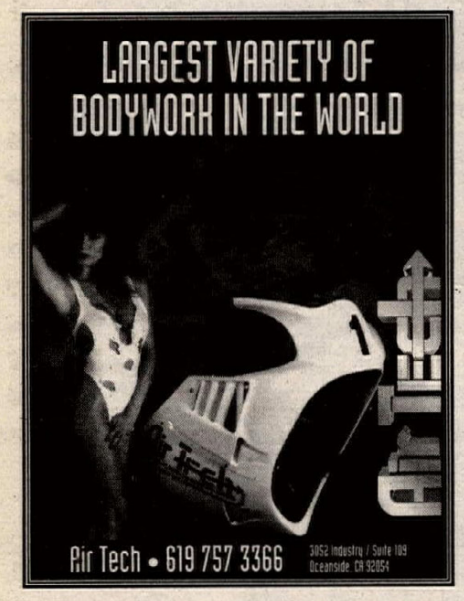

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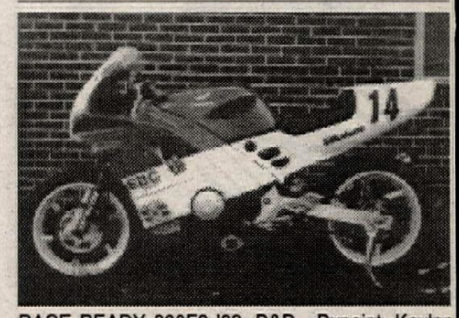

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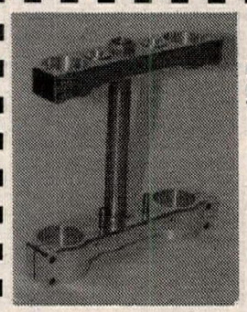

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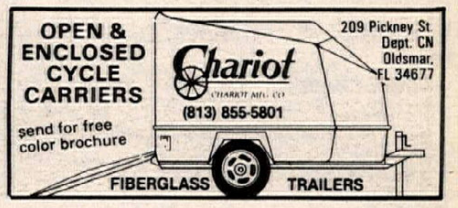

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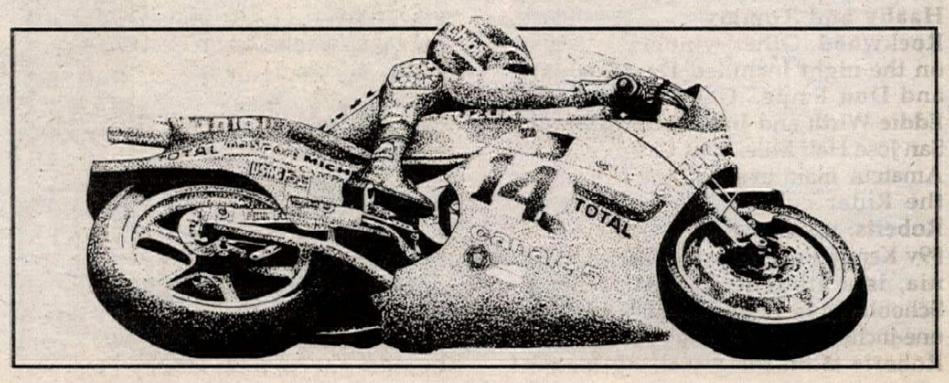
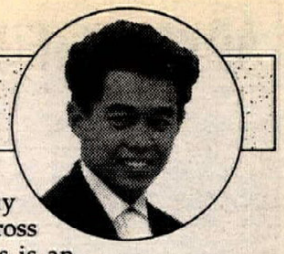


TURN FOUR

By Donn Maeda



As the resident moto-head in the *Cycle News* editorial offices, I have the pleasure of riding, testing, thrashing and crashing almost every motocross bike manufactured each year. Sure, I may not get to go on the cool dual sport rides and exotic third world country trail rides that the off-road editors get to, but hey - that's not my thing. Berms, jumps, whoops and ruts are my forte, and I have a beautifully decorated pair of forearms to prove it.

Dirt biking runs in my family's blood. My father rode dirt bikes. My mother rode a trail 50. Both of my brothers raced motocross - as a matter of fact, one of them is one of the fastest 38-year-olds on the planet. My wife even has one motocross race under her kidney belt. Needless to say, dirt bikes are the toys of choice in the Maeda family.

What's wrong with street bikes, you ask? Well, nothing really. It's just that there's a family rule that I grew up with: Dad would buy you as many dirt bikes as you want, as long as you promised never to ride on the street. I'm not exactly sure where the fear of street riding in our family originated (my father rode a Harley-Davidson in his 20s) but one thing's for sure - neither my brothers nor I have ever really broken "The Rule."

I tried to break "The Rule" a few years ago. Assigned to write a feature on the Harley-Davidson factory, I thought getting a first-hand feel for the "Harley-Davidson experience" would provide insight as I wrote my story. The factory was glad to provide me with a Dyna Glide Classic, and I was set - long hair, a leather jacket and my old Doc Martens. Where's the chicks? Let me at 'em.

As I expected, both my father and my eldest brother blew their respective head gaskets when they learned of the Hog sitting in my garage. "Are you crazy?" my dad pleaded. "You're gonna get hit by a car!" My brother echoed the same sentiments, and also reminded me of "The Rule."

"But it's part of my job," I argued, with little enthusiasm. Guilt, combined with the fear so recently instilled by my family, caused me to limit my cruising sessions to a minimum. I didn't even run a full tank of gas through the bike.

Approved by the Maeda family review board, my second-ever ride on a street bike came at Suzuki's 1994 GSX-R750 introduction at Willow Springs Raceway. "You need to expand your horizons," said Editor Paul Carruthers. "It's easy, you'll be fine."

Due to the controlled environment and lack of cars, my father gave his nod of approval and I was off - off the track, that is. While Carruthers zipped past with his knee dragging - I found myself diving to the inside lines, locking up the rear brake and slipping the clutch as if I were on an RM250. Once, as I raced into turn two, another moto-journalist zipped under me. "Yaaaahh!" Not expecting such a pass, I panicked and flew straight off the track and into the dirt. Funny - that's the most in-control I had felt all day long.

Later in the day, Team Suzuki Endurance rider David Stanton was kind enough to show me the correct lines around the track, and I was even able to temporarily overcome my motocross instincts. "Enter wide and come out tight? Don't touch the rear brake? Stick out my knee, not my foot?" It was strange, but I adapted. At the end of the day, I was shot. Before I tried it myself, I would never have believed that riding street bikes can take so much out of you.

In the months that followed, I passed on several other chances to ride on road-race tracks. Once was enough for me. I did it. I lived. I was happy.

Then it came - the phone call.

"Hi, Donn, how would you and Paul like to attend one of our schools?" The voice on the other end of the line belonged to Suzuki's Diane Carter. "Team Suzuki Endurance is holding a road-race school at the Pomona Fairplex track, and since it's so close to your house, I figured you'd want to try it."

I told Diane I'd think about it, but didn't mention the invitation to Editor Carruthers. I wasn't so sure I wanted to risk life and limb at over 100 mph again - I had still barely recovered from my Willow Springs adventure. I'll stick to the dirt, thank you.

No such luck. A written invitation was mailed to the *Cycle News* offices, and slapped down on my desk. "You're going," said Carruthers, with a wide, you-know-what-eating grin on his face. "Only if you go with me," I replied, and the deal was struck.

In the days preceding the class, both of us began to fabricate rather weak excuses for missing the class. My motivation was simple - I didn't want to crash. Paul's, however, was different: he had learned that the school's track sessions would be held in between the professional practice sessions. ("Man, I don't want all those guys watching me!")

Come class day, though, both he and I were there bright and early. Though much of the instruction was nothing new to Paul, I was elated to find each and every one of my ignorant questions answered by instructor David Aldana.

On the track, I felt more and more comfortable with each passing lap. Though I still managed to have two off-track excursions in a particularly tight and tricky section of the track, I never felt completely out of control. Joined by Suzuki Sports Promotions' Cole Gress, I was not the only motocrosser in the bunch. Early in the day, both Cole and I left several black marks on the track from downshifting too much entering the corners. But as the day progressed, so did we. "You're doing well," said Aldana. I was happy.

Until SHE came along, that is. Who? Well, SHE was an experienced female road racer and fellow moto-journalist who was using the riding school's track sessions to log extra laps around the course. SHE didn't attend the classroom sessions, and SHE certainly wasn't there to be friendly.

At the conclusion of one of our track sessions, SHE parked her bike and rushed towards me, shaking a pointed finger. "You are so dangerous! You flew off the track while I was right behind you! You were all over the place! You better slow it down! I was afraid to pass you!" Nag nag nag...

Excuse me? In the months since my wedding, my wife has done an admirable job of toning down my temper. I held my tongue. "I'm sorry," I replied. "This *is* only my third time on a street bike."

No reply. SHE just glared at me and walked away, shaking her head. Hmmm. . . I wonder. As a racer, (I do assume that SHE raced - SHE had custom leathers with her name on them, and her motorcycle sported a three-digit number) what was SHE doing on the track with a class full of beginners? Why couldn't SHE - like the racer/instructors - simply race past me on a straight-away? Why didn't SHE share the track with the rest of the racers during their allotted track sessions? And most of all - why take on such a bitchy attitude?

One of my closest motocross racing friends is an absolute wildman - a crash waiting to happen. His legs flail, his hands come off the grips, and he barely has enough control of his machine to hold a consistent line. I race with him regularly - sometimes I beat him, sometimes I don't. His love of speed and abundance of pure aggression overcome his lack of finesse - that's just his style. Never have I pulled off the track and pointed a finger at him. Instead, we share a few laughs and tell a few tales. Why couldn't SHE take on that same disposition? I wonder.

Make no mistake, I have no problem with being beaten by a woman - nor with women racers in general. I think that it's great for women to race - my wife has. There's no reason that motorcycle racing should be restricted to the male gender, and there's no reason that a female can't be just as fast or faster than most men. As a matter of fact, I've been beaten by several women motocrossers. For some reason, I just can't picture multi-time Women's National Champion Mercedes Gonzales pointing her finger at me and saying, "You didn't jump that double, you're dangerous!"

"In such a male-dominated sport, we women have to remain extra-professional and stay somewhat low-key if we want to gain any respect," says Mercedes.

I have shared the track on several occasions with Mercedes. More than once, she has roosted past me while I rode over my head in an attempt to stay ahead of her. In racing, one thing's usually for sure: a faster rider will usually pass a slower one, and it's the faster rider's responsibility to make the pass cleanly - not the slower rider's responsibility to stay out of the way.

One time, Mercedes slid out in a corner in front of me. I was shocked, because I had never seen her fall before. Even though her crash was harmless, I was tempted to stop and check on her, but suddenly realized that she probably wouldn't want any special attention just because she was a woman.

So what's my point? Well, I don't have one, really. But in parting, I have a little variation on an age-old cliche for my new-found SHE friend: If YOU can't stand the heat, get back in the kitchen. CN

LOOKING BACK...

25 YEARS AGO
April 29, 1969...

Riding a **Shell Thuett**-prepared 500cc Royal Enfield, **Sammy Tanner** came out on top to win the weekly main event at Ascot Park. Tanner topped **Dan Haaby** and **Tommy Rockwood**. Other winners on the night included **David Aldana** and **Don Emde**...**Gene Romero** beat **Eddie Wirth** and **Jim Odom** to win the San Jose Half Mile. **Don Castro** won the Amateur main event...*Cycle News* Meet the Rider column featured **Kenny Roberts**; it said, in part: "Expert rider #9v Kenny Roberts of Modesto, California, is a student at Modesto High School. He is 17 years old is five-feet, one-inches tall and weighs 100 pounds. Roberts is on the wrestling team at Modesto High. This is Kenny's third year of racing. He is sponsored by Cliff Aksland Motorcycles in Manteca, California. He rides a 100cc Suzuki and has had tremendous success, winning over 100 trophies"...

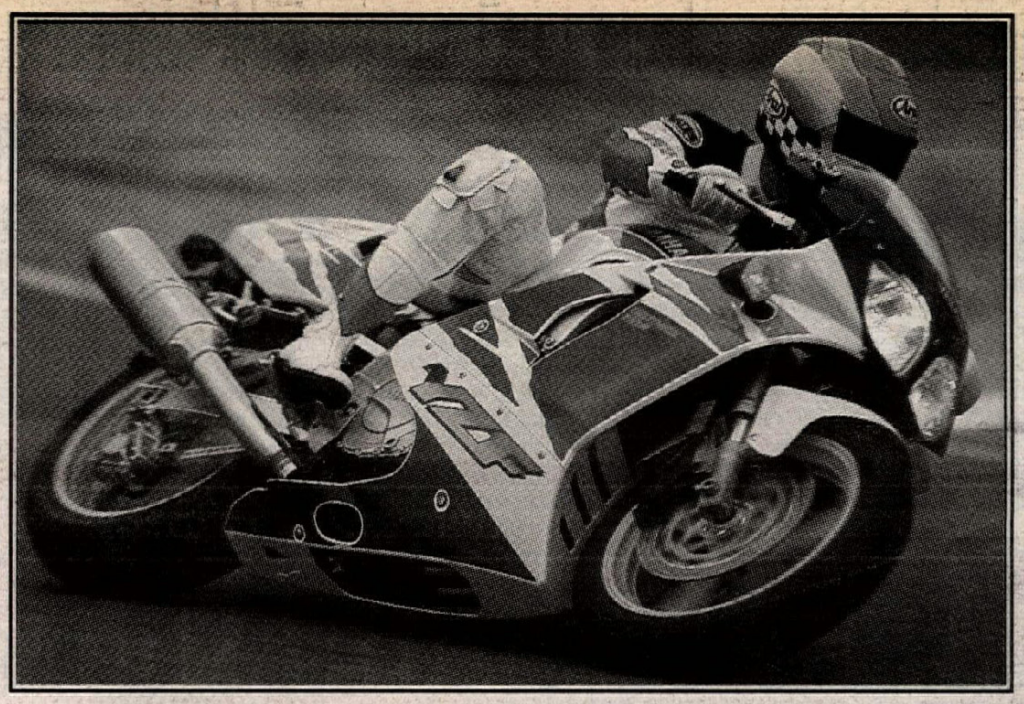
15 YEARS AGO
April 25, 1979...

Round four of the AMA Grand National Championship/Winston Pro Series was held in Sacramento, California, with the Sacto Mile being won by Army-sponsored **Mike Kidd**. Kidd beat **Steve Eklund** by two bike lengths at the completion of the 25-mile race, with **Jay Springsteen** finishing third. Eklund's second-place finish gave him the lead in the Grand National Championship after four rounds. The 12-mile Trophy Final was won by **Steve Powell** with **Ronnie Jones** and **Eddie Lawson** rounding out the top three...The Tecate 500 enduro was won by **A.C. Bakkan**...Expert Mini rider **Ron Lechien** won the Stock and Modified classes at Barona Oaks Speedway in Barona, California...A interview with **Danny "Magoo" Chandler** was featured with a pull quote from Chandler that pretty much summed up his attitude on racing: "You know, if you don't crash once in awhile, you're not going fast enough"...**Kenny Roberts** had his first ride on a road racer since breaking his back during an off-season test in Japan. Roberts rode at Sears Point International Raceway and pronounced himself fit for the upcoming round in Austria...

5 YEARS AGO
April 19, 1989...

Cycle News issue number 15 in 1989 featured next-day coverage of the first-ever Australian Grand Prix at Phillip Island. The race was won by **Wayne Gardner** after a ferocious four-man battle. The Australian ended up beating **Wayne Rainey** by .35-of-a-second in front of 92,000 fans, with **Christian Sarron** just as close in third place; **Kevin Magee** finished fourth. The 250cc Grand Prix was won by **Sito Pons** over **Jean-Philippe Ruggia** and **Luca Cadalora**...**Scott Parker** was a runaway winner in the second round of the AMA Grand National Championship at the Sacramento Mile. Parker beat **Chris Carr** and **Terry Poovey**...KTM-mounted **Dan Smith** won the AMA National Championship Hare & Hound Series race in Murphy, Idaho... CN

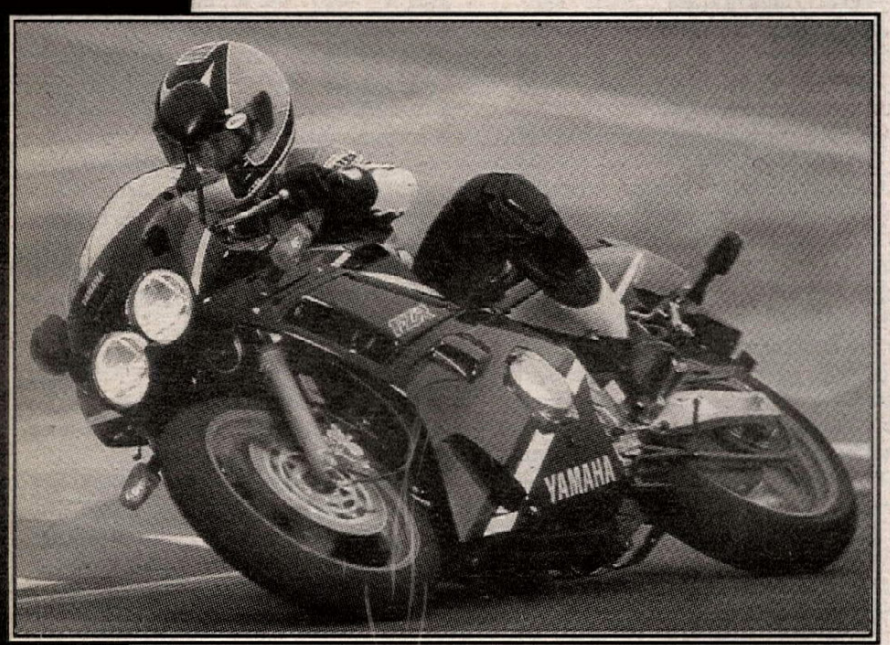
YAMAHA

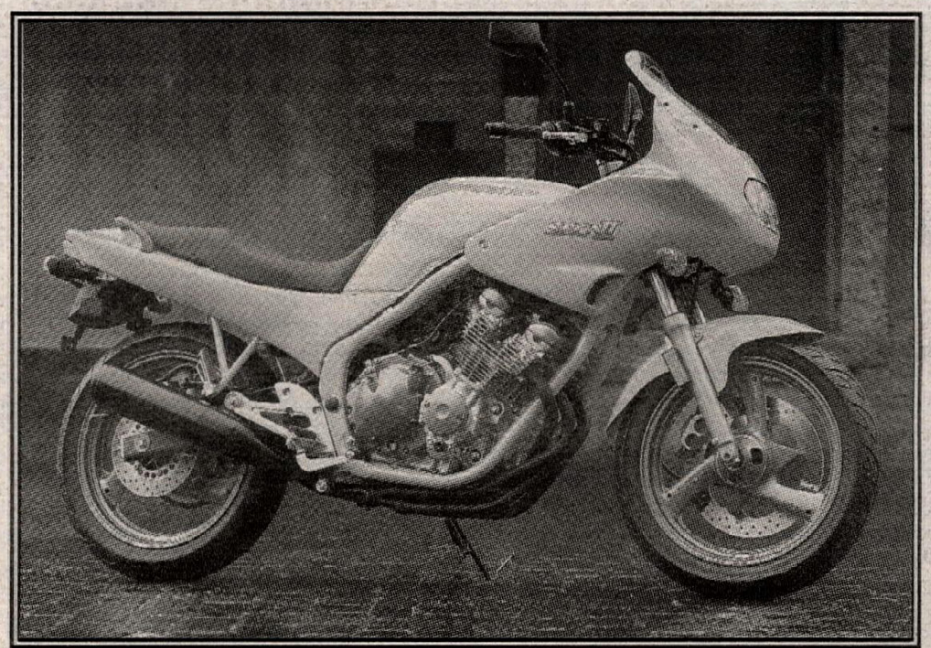


Only a handful of motorcycles world-wide are recognized by racing purists as genuine leading-edge sport performance machines.

YZF750R
YZF600R

These high-tech hybrids are so exotic and specialized, they're usually found only on racetracks. Until now.





Some riders enjoy motorcycles because they're fun. Others put more importance on their sport, demand the best handling, the most performance and the utmost power. When it comes to getting the most from every ride, the serious guys always pick bikes that help build confidence. The FZRs.

FZR1000
FZR600

Saturday morning, while doing some last minute polishing before the ride, you step back to admire your work and realize that this is the first bike you've had that's fun to be around even when you're not riding it.

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